

CMAQ Project Selection Committee Meeting
Monday, September 8, 2003
10:00 a.m.

Williams-Cunningham Conference Room
300 West Adams St.
Chicago, Illinois

Agenda
revised

1. **FY 2004 CMAQ proposed program**
 - A. FY 2004 funding/TEA-21 reauthorization
The status of reauthorization and its effect on the program mark of \$60 million will be discussed.
 - B. Review of public comments
A summary of the comments received and staff notes on those comments will be presented and discussed.

2. **Project follow-up**
 - A. Annual Follow-up
The status of the 2003 follow-up will be presented.
 - B. Forest Preserve District of Cook County – Des Plaines River Trail from IL 64 to Maybrook Ct (TIP ID 04-97-0015)
The sponsor requested additional time (until September) to secure additional funding. Their most recent communication is attached.
 - C. DuPage County Forest Preserve District – Salt Creek Greenway (TIP ID 08-96-0032)
The sponsor received preliminary design approval for the project.

3. **Project Changes**
 - A. Village of East Hazel Crest – 171st Street Sidewalk From Wood to Ashland (TIP ID 07-99-0026)
Cost increase request for construction increases and retaining wall.
 - B. Algonquin Township – Algonquin Township Sidewalks (TIP ID 11-02-0001)
Scope change for ROW acquisition. At a future time, they will be requesting a cost increase for construction increases.
 - C. City of Chicago – Mid-City Transit Corridor Alternatives Analysis, TIP ID 01-94-0186 (Cost Increase) and City of Chicago – Red Line Extension from 95th to 103rd, TIP ID 01-94-0006 (Cost Decrease)
 - D. Chicago Heights – Old Plank Road Trail Extension from Western to Euclid (TIP ID 07-01-0004)
The City is still considering whether or not to proceed with this project.
 - E. Lake Zurich – US 12/Rand Road at Ela Road (TIP ID 10-02-0007)

The proposed scope change and cost increase for this project is at least partially ineligible for federal funding. The sponsor has been encouraged to restructure their request.

F. **CTA – Ethanol Fuel Cell Bus Program - Demonstration of Ethanol Reformer - Participation in National Project (TIP ID 16-95-0039)**

The CTA will present a request for reprogramming unused funds from this project.

4. FY 2005 CMAQ funding cycle

- A. 2005 CMAQ program development schedule.
- B. Status of evaluation method revisions

5. FY 2004 CMAQ program recommendation

6. Other business

- A. Analysis of CMAQ program (“Pie Charts”)
- B. Oswego groundbreaking
- C. Notes on Surface Transportation Policy Project report, “Clearing the Air,” released August 19, 2003

The report used obligation rates to imply that CMAQ funds were not being used; staff provided IEPA with information on the actual level of programming in the Chicago region.

7. Next Meeting

The next meeting is expected to be in late October or early November; a date will be selected at the meeting.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 4, 2003
Subject: FY 2004 Mark

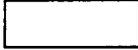
As of today, there is not yet a reauthorization of CMAQ funds for FY 2004, nor an appropriation of funds. The most recent information from George Johnson is that the House of Representatives is proposing to extend the authorization of TEA-21 for another year, with funding levels modestly higher than FY 2003.

It is still not clear how the allocation of funds will be affected by the 8-hour ozone standard, which will result in the creation of new non-attainment areas.

In addition, a notice was just published of an additional rescission for FY 2003. The rescission applies to a number of programs collectively, so the final amount to be rescinded from the CMAQ program will have to be determined by the State. Applying an across the board percentage to all the affected programs would result in an additional loss of \$800,000 from the previously programmed FY 2003 funds.



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Doug Ferguson, TIP Division Cadre
Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2003
Subject: Public Comment on proposed FY 2004 CMAQ Program

Here is a summary of the comments received and staff notes on those comments. Nine comments were received, four on specific projects and five on the CMAQ program in general.

BP08041036 – Eastern Corridor Bikeway and OT08041055 – Ogden Ave Curb Cut Elimination and Signage Upgrade (both in proposed program)

John Grove commented on the program and two specific projects in Downers Grove. He would like to see a study of suburban bicycle facilities done to see if they are really being used. He feels that Downers Grove should not receive CMAQ funding because their policies of increasing Village operated commuter bus fares and increase commuter parking fees are counter-productive to reducing pollution. His e-mail is attached.

- Follow-up studies to determine the actual impacts of CMAQ projects are periodically conducted. An updated review will be considered for the next UWP cycle.
- Unless the Village's actions affect the proposed projects, the actions can not be considered in the evaluation of the projects.

I108040929 – IL 19/Irving Park Rd at York Rd (not in proposed program)

Paul Kuehnlenz, a civil engineer with the Village of Bensenville, commented in support of the project. His e-mail is attached.

The proposed project relied on an additional \$7.1 million in unsecured funding to complete. Projects with secured funding were preferred in the selection process, and this counted heavily against the proposal.

Various Will County Projects (not in proposed program)

The Honorable Donald Randich, Mayor of Crest Hill and Chairman of the Will County Governmental League (WCGL) Transportation Committee, commented on the program on behalf of the member municipalities of the WCGL. The WCGL was disappointed in the lack of funding the Will County municipalities received. They are asking for the Project Selection Committee to reconsider the Will County municipal requests for funding. The Mayor's letter is attached.

Six projects submitted by municipalities in and the County of Will were not funded:

- Two Will County Highway Department-sponsored projects, II12040727 – Veterans Pkwy (S Naperville Rd) at Remington Blvd and II12040733 – Cedar Rd at Division St, and three New Lenox-sponsored projects, II12040810 – Gouger Rd at Haven/New Lenox Rd, II12041006 – US 30/Maple St at Prairie Rd and II12041010 – Cedar Rd at Joliet Hwy, showed no benefit with regards to VOC emissions
- The Homer Glen sponsored project, BP12040943 – Homer Glen Community Bike Trail, ranked 20th out of 34 bicycle facility projects in dollars per ton of VOC eliminated and was not selected. The lowest-ranking bicycle project selected ranked 16th.
- The Frankfort sponsored project, BP12040828 – Pfeiffer Rd South Bicycle Path, ranked 30th out of 34 bicycle facility projects in dollars per ton of VOC eliminated. The proposed project relied on an additional \$568,000 in unsecured funding to complete the project. It was not selected.
- The Shorewood sponsored project, BP12040930 – IL 59 and Seil Rd Sidewalks, ranked 19th out of 19 pedestrian facility projects in dollars per ton of VOC eliminated. It was not selected. The only pedestrian project selected this year ranked sixth.

BP05040996 – Pedestrian Walkway along Hillgrove Ave Linking Commuter Parking, Addition of Bicycle Parking and TI05040774 – Western Springs Commuter Facilities Expansion - Station and Parking (both in proposed program)

The West Central Municipal Conference passed a resolution in support of the proposed FY 2004 CMAQ program and specifically the La Grange-sponsored Pedestrian Walkway along Hillgrove Ave and the Western Springs-sponsored Commuter Facilities Expansion projects. The resolution is attached.

Projects being supported were included in the proposed program.

CMAQ program

Robert Mack commented on the program. He believes that the Chicago area needs to widen roads and add new roads to mitigate congestion. His e-mail is attached.

Regulations prohibit the use of CMAQ funds for projects that will add single occupant vehicle capacity.

CMAQ program

An unknown individual commented on the program. He said that signal interconnect projects are not effective for reducing auto pollution and commuter parking lots are discouraging walking, bicycle and transit use. A transcript of the telephone call is attached.

Signal interconnects and commuter parking lots are eligible project type for CMAQ funding.

CMAQ program

Jim Graziano commented on the geographic distribution of proposed projects and a lack of pedestrian and transit projects. His e-mail is attached.

There is no pre-selected distribution of projects between sponsors groups, geographical areas or project types although regional equity is considered.

CMAQ program

Andrew Fisher commented on the program. He would like to see more connections made between bicycle paths/trails and improvements made in train service on the CTA Purple line. His e-mail is attached.

Connectivity issues with regards to proposed projects are considered. Some of the projects Mr. Fisher supports were not submitted by project sponsors. The comments will be forwarded to potential sponsors.

CMAQ program

The Illinois Department of Natural resources commented on the program. They endorsed the program and supported funding of the bicycle projects. Their letter is attached.

Projects being supported were included in the proposed program

BP08040920 – Great Western Trail Bridges (not in proposed program)

DuPage County commented on the program. They supported funding the Lombard-sponsored Great Western Trail Bridges bicycle project. Their letter is attached.

The project being supported ranked ninth out of 34 bicycle facility projects. The points raised in the commentor's letter concerning regional links and employment are taken into account in the evaluation process. The project was to be fully funded by the CMAQ program, but had a high cost.

From: "john grove" <jgrove24@hotmail.com>
To: <publiccomments@catsmpo.com>
CC: <rginex@vil.downers-grove.il.us>, <BKrajewski@vil.downers-grove.il.us>, <surban@vil.downers-grove.il.us>
Date: Tue, 26 Aug 2003 19:09:30 -0500
Subject: comments on 2004 CMAQ projects

I wish to comment on the following CMAQ 2004 projects:

In general, for the bicycle facility projects in suburban areas, a study needs to be done on the usage of completed bike paths in the suburbs. Woodridge has constructed numerous segments, when I ride them I rarely encounter another bicyclist. It appears that millions are being spent on projects that are used by very few people.

Downers Grove has 2 projects: BP08041036 and OT08041055. The village of Downers Grove has implemented 2 measures which are hostile to transit users and will increase pollution.

1. The single fare for village commuter bus service was increased by over 100 percent to \$3 per ride.
2. Single day metered and day pass rates for commuter parking was increase to \$4 per day. This is probably the highest rate in the Chicago suburban area. Also, the day pass rates are for reserved spaces already paid for by subscribers: the spaces are available because the subscribers were absent.

These actions by the village of Downers Grove will no doubt cause increased pollution by people who choose to skip Metra service and drive to their destinations or choose to drive to adjacent towns with reasonable parking rates.

I would recommend that Downers Grove be denied any CMAQ funds until these issues are resolved.

John Grove
Downers Grove IL

From: "Paul Kuehnlenz" <PKuehnlenz@bensenville.il.us>
To: <PublicComments@catsmpo.com>
CC:
Date: Wed, 6 Aug 2003 11:43:00 -0500
Subject: CMAQ comments

I inadvertently posted my comment about the CMAQ program on 2030 Shared Path comment site. Could you transfer them for me. Thank you.

Sincerely,
Paul F. Kuehnlenz
Civil Engineer
Bensenville, IL

From: "Tom Murtha" <sp2030@mail.catsmpo.com>
To: <rpatronsky@catsmpo.com>, <PublicComments@catsmpo.com>
CC:
Date: Tue, 12 Aug 2003 16:40:34 -0500
Subject: Kuehnlenz Comment

----- Original Message -----
From: Paul.F.Kuehnlenz@headset.kindnet.com,
Civil.Engineer@headset.kindnet.com,Bensenville@headset.kindnet.com
Reply-To: pkuehnlenz@bensenville.il.us
Date: Wed, 6 Aug 2003 11:56:20 -0500

Below is the information submitted on

username: Paul F. Kuehnlenz, Civil Engineer, Bensenville
Address: 12 S. Center Street
City: Bensenville
State: IL
ZipCode: 60106
email: pkuehnlenz@bensenville.il.us
AddToMailList: No
AddToListServe: No
Comments: As you know, Bensenville has been trying spearhead consideration of a problem that has been steadily growing worse over the years and has gotten exponentially worse in the last few years, that is the backup of Irving Park Road at the Canadian Pacific Railroad (CP Rail) crossing just east of York Road. With the increase of rail traffic and the increase of automobile traffic both east and west on Irving Park the pollution is horrendous, not to mention the time delays for people traveling to and from work and doing business. This is not just Bensenville's problem. It is a problem effecting a large number of State residents and businesses. CATS should be more considerate of the fact that we are trying to get a solution to a problem that should have been addressed by the State and Railroad along time ago. We are just trying to bring it to everybody's attention and get it solved in a manner that the Village can live with. Funding the Engineering Study through CMAQ would have been a huge step in bringing this project to the forefront of the Chicago area's transportation community.
Submit: Submit



Will County Governmental League

President:

MICHAEL SMITH
New Lenox

August 4, 2003

Vice President

DONALD RANDICH
Crest Hill

Secretary

FRANK MITCHELL
Lockport

Treasurer

MICHAEL TURK
Joliet

Mr. Ross Patronskey
Chief of CMAQ Program
Chicago Area Transportation Study
300 W. Adams
Chicago, IL 60606

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AUG 21 2003

C.A.T.S.

Directors:

ROGER CLAAR

Bolingbrook

ROBERT CHISZAR

Mokena

JOSEPH MIKAN

County of Will

MICHAEL GRUBERMANN

Monee

KURT CARROLL

Shorewood

Dear Mr. Patronskey,

On behalf of the member municipalities of the Will County Governmental League we would like to take this opportunity to comment on the FY 2004 CMAQ Proposed Program. While the Will County Governmental League understands that the CMAQ Program received 188 requests totaling over \$260,000,000 in funds we are disappointed with the complete lack of funding to Will County municipalities. Out of the eleven projects submitted for the Will County region only three were selected for inclusion in the program, and, of those selected not one was a municipal submission. Only one of the selected projects was even submitted by an agency from Will County (Will County Dept. of Highways) the others were submitted by regional (Metra) and state agencies (IDOT). Meanwhile, all six of the municipal requests from Will County were denied as well as two county sponsored projects.

Members:

Aurora

Beecher

Bolingbrook

Braidwood

Channahon

Crest Hill

Elwood

Frankfort

Homer Glen

Joliet

Lemont

Lockport

Manhattan

Minooka

Mokena

Monee

Naperville

New Lenox

Orland Park

Peotone

Plainfield

Rockdale

Romeoville

Shorewood

Steger

Tinley Park

University Park

Wilmington

Woodridge

County of Will

Selected Projects

- Metra – Joliet Station Parking
- IDOT – IL 171/Archer Avenue from Smith Road to 143rd Street
- Will Co Dept of Highways – Naperville-Plainfield Road at 119th Street

Non-Selected Projects

- Will Co Dept of Highways – Cedar Rd at Division St
- Will Co Dept of Highways – Veterans Parkway at Remington Blvd
- Shorewood – IL 59 and Seil Rd Sidewalks
- Homer Glen – Homer Glen Community Bike Trail
- Frankfort – Pfeiffer Rd South Bicycle Path
- New Lenox – Cedar Rd at Joliet Highway
- New Lenox – US 30/Maple St at Prairie Road
- New Lenox – Gouger Rd at Haven/New Lenox Rd

Executive Director

Steven Quigley



Will County Governmental League

President:

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New Lenox

Vice President

DONALD RANDICH
Crest Hill

Secretary

FRANK MITCHELL
Lockport

Treasurer

MICHAEL TURK
Joliet

Directors:

ROGER CLAAR
Bolingbrook
ROBERT CHISZAR
Mokena
JOSEPH MIKAN
County of Will
MICHAEL GRUBERMANN
Monee
KURT CARROLL
Shorewood

The Will County Governmental League would like to express our disapproval of the proposed FY 2004 CMAQ Program presented by CATS. This program ignores the urbanized areas of Will County and our rapidly growing population. Therefore, we are asking that the Chicago Area Transportation Study please reconsider the Will County municipal requests for CMAQ funding in order to better meet the needs of the people of Will County.

Thank you for your consideration,

Mayor Donald Randich , City of Crest Hill
Chairman, WCGL Transportation Committee

Members:

Aurora
Beecher
Bolingbrook
Braidwood
Channahon
Crest Hill
Elwood
Frankfort
Homer Glen
Joliet
Lemont
Lockport
Manhattan
Minooka
Mokena
Monee
Naperville
New Lenox
Orland Park
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Steger
Tinley Park
University Park
Wilmington
Woodridge
County of Will

Cc. Mayor Michael Smith, President WCGL

Executive Director

Steven Quigley

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WEST CENTRAL MUNICIPAL CONFERENCE

1127 S. Mannheim Road, Suite 102
Westchester, IL 60154-2551
ph 708/450-0100 fax 708/450-0655
www.westcook.org

RESOLUTION 2003-08

MEMBER COMMUNITIES

Baliwood
Berkeley
Berwyn
Broadview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBER

Brookfield Zoo

PRESIDENT

Richard F. Pellegrino
Indian Head Park

VICE PRESIDENT

Earl J. Field
Norridge

TREASURER

John W. Kravcik
Western Springs

EXECUTIVE DIRECTOR

Donald J. Storino

CENTRAL REGION COUNCIL OF MAYORS

ENDORISING OF APPLICATIONS FOR FY 2004
CONGESTION MITIGATION AND AIR QUALITY PROGRAM FUNDS

WHEREAS, the Chicago region has been declared a severe non-attainment area for ozone pollution; and

WHEREAS, the Chicago region will receive approximately \$60 million in Congestion Mitigation and Air Quality Program (CMAQ) funds for FY 2004; and

WHEREAS, these funds will be programmed for projects designed to improve the air quality in the region; and

WHEREAS, the Central Region Council of Mayors' members including the Village of La Grange and the Village of Western Springs have each submitted project proposals, the implementation of which will result in improvements to the air quality in west Cook County and the region;

NOW, THEREFORE, BE IT RESOLVED that the Central Council of Mayors endorses La Grange's Pedestrian Walkway along Hillgrove Avenue and Western Spring's Commuter Facilities Expansion project and supports the programming of FY 2004 CMAQ funds for the purpose of implementing said projects;

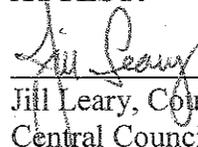
BE IT FURTHER RESOLVED that copies of this resolution will be made available to the Chicago Area Transportation Study (CATS), and the CATS CMAQ Project Selection Committee.

APPROVED by the Central Region Council of Mayors on the 28th day of August 2003.



Patrick R. Higgins, Chairman
Central Council of Mayors
Chairman, WCMC Transportation Committee

ATTEST:


Jill Leary, Council Liaison
Central Council of Mayors

From: "Robert Mack" <rbm@cometlink.com>
To: <publiccomments@catsmpo.com>
CC:
Date: Sun, 3 Aug 2003 11:32:50 -0500
Subject: CMAQ Projects

To mitigate congestion you need to widen roads or add new roads. Your list of projects is sadly lacking to truly mitigate congestion.

The Chicago metropolitan area is in a state of traffic gridlock. Use some imagination! The late Mayor Daley had the right idea. Start designing the cross town expressway!

Was it Burnham that said, "Make no small plans"?

Robert Mack

August 6, 2003

Unknown person – is not in favor of signal interconnects; they do not meet with goals of 2030 plan, they will encourage traffic, 70,000 people a year die from auto pollution. Almost every person on CATS staff seems to be afraid of losing their job if they alienate the road interests. Are we professionals here, or political hacks? We have the most inefficient transportation system known to man. Metra parking lots discourage walking, bicycle and transit use.

From: "Jim M. Graziano" <JGraziano@baxwood.com>
To: <publiccomments@catsmpo.com>
CC:
Date: Wed, 6 Aug 2003 11:24:13 -0500
Subject: CMAQ Comments

In reviewing the proposed program it appears that a disproportionate number of projects are being awarded to CDOT. There are 15 CDOT entries totaling almost \$17M as compared to only 18 projects for individual municipalities and 7 for the counties. I also found it odd that only 1 project is listed in the "Pedestrian" category in these days that we are placing such an apparent emphasis on "walkable" communities. Finally, it's apparent that transit is still the weak sister as only 11/66 projects are listed in the Transit categories and even 2 of those relate to parking or vans.

Jim Graziano

From: <fisher.a@sbcglobal.net>
To: <publiccomments@catsmpo.com>
CC:
Date: Sun, 3 Aug 2003 18:29:59 -0500
Subject: CMAQ Comments

1580 Sherman Avenue , Unit #1108
Evanston , IL 60201-4494

August 3, 2003

Chicago Area Transportation Study (CATS)

Sir or Madam:

I just received your mailing summarizing the proposed CHAQ 2004 projects. I also reviewed your website and the 2030 area proposal (almost 300 pages in *.pdf). I would like to make the following three proposals, if not for 2004, at least for your 30 year plan.

I bicycle extensively over long distances. A growing number of people are finding bicycling an attractive and enjoyable way to shop, exercise, see their communities, visit nearby landmarks, and stay healthy to a ripe old age. My two specific proposals regarding bicycling are:

(1) Connect the north end of the Evanston lakeshore bike/pedestrian path (in Northwestern University near the Sports Center) with the south end of the Green Bay Trail. This can be done with " Bike Route " signs if not bike lanes marked on the street along Lincoln Avenue . The signs should be fairly cheap.

(2) The Chicago River (north branch) forest preserve bike trail (from the Botanic Gardens to Devon Street in Chicago) has two overpasses at Lake Street in Wilmette , and at Oakton and Caldwell in Morton Grove . I'm sure these have prevented numerous injuries and deaths. I propose to add a third overpass at Dempster Street where the trail passes over not only Dempster street , but also over the Milwaukee Road Metra rail tracks, the Chicago River , and the intersection with Lehigh Avenue in Morton Grove . This would be fairly expensive, probably around two million dollars.

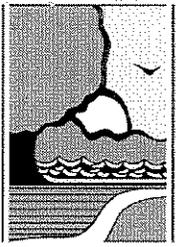
All of the Chicagoland commuters who ride to work by train, either Rapid Transit or Metra, save all of us much less congestion, air pollution, and accidents from the many others who drive. I commend your plans in the 2030 proposal to (a) increase and enhance Loop to airport service - both Midway and O'Hare, (b) to increase the blue line and (c) to increase the yellow line. However, I did not see ANY mention of the Evanston "Purple" Rapid Transit route. My third proposal regards IMPROVING (not extending) the "purple" Evanston Wilmette Rapid Transit shuttle.

(3) When I first moved to Evanston over thirty five years ago in 1967, the SOUTHBOUND "L" trains proceeded at full speed (50 to 70mph) from the Davis Street Station and the Dempster Street station. However, over the last ten to fifteen years, these southbound trains have been slowed to a crawl - only 15 mph at most - until they get south of the Main Street station and over the last old, cracking concrete overpass. I commend your replacing the old overpasses at Lake Street and at Washington Street (one block south of Main), but many more bridges have to be replaced before the southbound trains can proceed at full speed once more. These would include the bridges at Church Street , Davis Street, Grove Street , Greenwood Street, Dempster Street , Greenleaf Street , Main Street , and Madison Street . All of these bridges currently have supplemental steel supports which indicate that the original structure has problems. Since ALL of these bridges will HAVE to be replaced sooner or later, why not include this expensive but necessary item on at least your 2030 proposal.

Yours truly,

Andrew T. Fisher

847-492-1055
fisher.a@sbcglobal.net



Illinois Department of
Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

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SEP 02 2003
C.A.T.S.

Rod R. Blagojevich, Governor

Joel Brunsvold, Director

September 2, 2003

Aristide E. Biciunas
Executive Director
Chicago Area Transportation Study
300 West Adams Street, 2nd Floor
Chicago, Illinois 60606

Re: FY 2004 Congestion Mitigation and Air Quality Improvement program

Dear Mr. Biciunas:

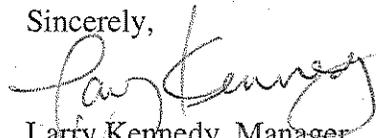
Thank you for the opportunity to comment on the FY 2004 Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Our comments in this letter are limited to the bicycle improvements portion of the program.

As you are already aware, bike paths and trails provide alternative transportation options and travel routes within northeastern Illinois. However, you may not realize that most of these bike paths and trails also are part of greenways - linear open space that is managed for conservation, environmental and recreation purposes. Bikeways often follow natural land features such as rivers and streams. Many link parks, natural areas and cultural and historic sites within the region. Bike paths and trails also provide inviting close-to-home opportunities for regular exercise and neighborly interaction. In summary, in many ways bike paths and trails can provide multiple benefits beyond transportation and contribute to the region's quality of life by improving our communities, the environment and our citizen's health.

The Illinois Department of Natural Resources endorses the CMAQ Improvement Program and supports full funding of the identified bike and bike facility projects.

Thank you again for the opportunity to review the program. If you have any questions, please call Dave Longo, Northeastern Illinois Greenways and Trails Program Manager at 847/608-3100.

Sincerely,



Larry Kennedy, Manager
Division of Planning

September 2, 2003

Chicago Area Transportation Study
Attn: CMAQ Comments
300 W. Adams, 2nd Floor
Chicago, Illinois 606-6

**Re: CMAQ Application for Village of Lombard – Great Western Trail Grace Street
Bicycle-Pedestrian Bridge**

Dear Sir:

This letter is written to express the County of DuPage's support for the above referenced application submitted by the Village of Lombard. As you know, the Great Western Trail is owned by DuPage County and maintained by the DuPage County Division of Transportation. We have been working cooperatively with the Village of Lombard over the last couple of years on a project to improve this intersection which includes rail, roadway and trail crossings. The public input we received on improving the County's trail system highlighted this intersection as one of the most important areas needing improvement along the Great Western Trail.

The County is committed to working cooperatively with the Village in this project and is willing to commit all County-owned Great Western Trail right-of-way for this improvement. Furthermore, this project was identified as one of the County's top priorities for improvements to the existing trail system in our attached July, 2003 entitled, Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail.

We feel higher consideration should be given to this request because of the regional benefit this project will provide to the countywide system (the benefit is greater than the immediate area surrounding the project in Lombard). Furthermore, since this trail is used by commuters and links many employment destinations, it is most appropriately funded by the CMAQ program.

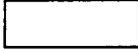
I hope this letter conveys to CATS our support and commitment for this important project. If there are any questions, please do not hesitate to contact me.

Sincerely,

Deborah Jan Fagan, AICP
Chief Planner and County Trail System Coordinator



Chicago Area Transportation Study



To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2003
Subject: Status of FY 2003 Follow-up

Staff sent out letters requesting follow-up information on fifty-one projects for 2003. The letters were sent August 7th, with a return date of September 5th. A list of projects and a sample follow-up form are attached for your information. Projects were selected because they are two or more years old and have no obligation, because they are four or more years old and have at least ten percent of their funds still unobligated, or because the estimated completion year was 2003. Sixty-one projects met one or more of these criteria. Ten projects were eliminated from the list because their status was already known.

In addition to the general follow-up letters, five letters were sent to sponsors of active demonstration projects requesting evaluation plans.

To date, nineteen responses have been received for the fifty-one projects. two responses have been received to date for the request for demonstration evaluation plans.

Staff will begin contacting sponsors after the fifth to ensure that all sponsors respond. Based on these responses, staff will recommend to the Committee actions for projects that are showing insufficient progress. These recommendations will be prepared for a meeting in late October or early November.

CMAQ Projects Selected for Follow-up - 2003

TIP Project ID	Project Sponsor	Brief Description	SubType Name
01-01-0008	CDOT	CDOT-North/Clybourn (Red Line) Station Renovation	Transit Facility Improvement
01-01-0012	CDOT	CDOT-Commuter Bike Parking and Encouragement	Bicycle Encouragement
01-94-0185	CDOT	Addison St. Signal Interconnect	Signal Interconnect
01-96-0008	CDOT	CLARK/DIVISION STATION IMPROVEMENT - RED LINE	Transit Facility Improvement
01-99-0013	CDOT	Citywide Traffic Volume Monitoring System	Other
01-99-0014	CDOT	Chicago Traffic Management Center	Demonstration
01-99-0019	CDOT	Barrier-Free Cycling Chicago	Bicycle Facilities
02-97-0006	Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd	Bottleneck Elimination
03-01-0006	Schaumburg	Schaumburg-Schaumburg Rd Ped Signal Improvement Project-Knollwood Dr to Meacham Rd	Pedestrian
03-02-0009	IDOT	IDOT-IL 72 From East River Road to Canfield in Park Ridge and Chicago	Signal Interconnect
03-99-0004	Schaumburg	Ped Fac-Schaumburg-Higgins/Plum Grove Road Intersection Ped Signal Improvement	Pedestrian
03-99-0008	Hoffman Estates	Ped Fac- Hoffman Estates-Higgins Rd From Oakton to Fairmont Sidewalk	Pedestrian
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	Intersection Improvement
04-94-0025	Franklin Park	Franklin Park-Grand Ave Railroad Grade Separation	Bottleneck Elimination
04-99-0003	Melrose Park	25th Ave From Lake St. to St. Charles Rd/Union Pacific Rail Crossing	Bottleneck Elimination
05-02-0001	IDOT	IDOT-IL 43/Harlem Ave From 34th to 32nd in Berwyn and Riverside.	Signal Interconnect
05-99-0005	Berwyn	Bike Fac-Berwyn-Harlem, Oak Park, and Ridgeland Ave Stations on BNSF line Bike Parking	Bicycle Parking
05-99-0006	Berwyn	Ped Fac- Berwyn- East Ave. Pedestrian Tunnel At Illinois Central Railroad	Bicycle Facilities

CMAQ Projects Selected for Follow-up - 2003

TIP Project ID	Project Sponsor	Brief Description	SubType Name
05-99-0012	IDOT	39th Street (Pershing Rd) from Oak Park Ave to Laramie Ave	Signal Interconnect
07-02-0004	IDOT	IDOT-159th From Crawford Ave to Richmond Ave in Markham	Signal Interconnect
07-02-0005	Country Club Hills	Country Club Hills- Amphitheater Park Bike Path	Bicycle Facilities
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	Bicycle Facilities
07-97-0023	Richton Park	SAUK TRAIL FROM ICG TO RICHTON SQUARE RD	Intersection Improvement
07-99-0006	Richton Park	Ped Fac-Richton Park-Poplar Ave from Karlov to Metra Station	Bicycle Facilities
07-99-0009	Oak Forest	Oak Park Ave From 159th to 151st and at 147th St	Bottleneck Elimination
08-00-0067	Oakbrook Terrace Park District	Bike Fac-Oak Brook Terrace Park District-IL 56/Butterfield Rd from Myrtle to Summit	Bicycle Facilities
08-01-0006	IDOT	IDOT-Ogden Ave from Madison Street to Oak Street	Signal Interconnect
08-02-0008	Villa Park	Villa Park - South Villa Ave Sidewalks From Madison to IL 38	Pedestrian
08-02-0009	IDOT	IDOT-IL 56/Butterfield Road From IL 53 to Orchard Road in Wheaton	Signal Interconnect
08-03-0004	Roselle	Roselle Station Parking	Commuter Parking
09-01-0005	Kane County DOT	Kane County-Kirk Rd at IL 56	Intersection Improvement
10-00-0014	IDOT	US 45 from Dunbar to Peterson	Signal Interconnect
10-02-0002	IDOT	IDOT-US14 From Hart Road to Lake Cook Road in Barrington	Signal Interconnect
10-99-0018	IDOT	IDOT-US 45/IL 21 From Busch Parkway to Inverrary in Buffalo Grove	Signal Interconnect
11-00-0010	McHenry County Highway Department	Walkup Rd/Crystal Lake Rd from Bull Valley to IL 176	Bottleneck Elimination
11-00-0011	Fox River Grove	US 14 at Algonquin Rd Int Imp	Intersection Improvement

CMAQ Projects Selected for Follow-up - 2003

TIP Project ID	Project Sponsor	Brief Description	SubType Name
11-94-0029	Crystal Lake	US 14 AT MAIN INTERSECTION IMPROVEMENT AND BICYCLE FACILITY IMPROVEMENT	Intersection Improvement
11-96-0007	McHenry County Conservation District	BIKE FAC-MCHENRY CONSERVATION DISTRICT-WOODSTOCK CRYSTAL LAKE BIKEWAY	Bicycle Facilities
12-00-0015	IDOT	I-55 from West of Naperville Rd to Weber Rd	Bottleneck Elimination
12-00-0106	Will County Department of Highways	Will County-Caton Farm Road at IL 59	Intersection Improvement
16-00-0001	CTA	Western Ave Express Bus Stops	Transit Facility Improvement
18-00-0557	Olympia Fields	Olympia Fields- Olympia Fields Metra Station Parking-MED	Commuter Parking
18-00-0562	Metra	Metra-Orland Park 143rd Street Station Parking-SWS	Commuter Parking
18-01-0572	Metra	Metra-Dee Road Station Parking-UP NW	Commuter Parking
18-01-0573	Metra	Metra-Elmhurst Station Parking-UP-W	Commuter Parking
18-01-0585	Metra	Metra-The Glen of N. Glenview Station Parking-MWD-N, West Side	Commuter Parking
18-01-0587	Manhattan	Manhattan-Manhattan Station SWS Line	Transit Facility Improvement
18-02-0562	Metra	Metra-Mont Clare Station Parking-MWD-W	Commuter Parking
18-02-0566	Metra	Metra-Mokena Station Parking-RID- Main Line	Commuter Parking
18-97-0202	Metra	Belmont Rd. Grade Separation	Bottleneck Elimination
09-01-0004	Kane County DOT	Kane County-Orchard Road Interconnect	Signal Interconnect

CMAQ Project Follow-up for FY 2003

CMAQ Project Information	
TIP Project Name:	
TIP Project ID:	
Project Sponsor:	
Primary Contact:	

1. Has the project described above been completed? <input type="checkbox"/> <i>Yes</i> – Stop here and return this form to CATS. <input type="checkbox"/> <i>No</i> – Please proceed to question 2.
2. Where does the project stand as of today? What phases are completed?
3. If a FY 2002 project follow-up for this project was enclosed, did you meet the milestone(s) described in question 5 of the form? <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i> - Please discuss.
4. What is expected to be completed on this project in the next year?
5. Are there current or anticipated problems putting completion of the project in doubt? If so, please indicate their nature and steps being taken to overcome them.
6. Are the funds currently committed to the project sufficient to complete project engineering, right of way acquisition, and construction/implementation? <input type="checkbox"/> <i>Yes</i> <input type="checkbox"/> <i>No</i> – Please explain.

CONTINUE ON THE REVERSE SIDE

7. Please indicate any other committed financing for the project that was secured after the project was submitted for CMAQ approval. Please indicate the fund source, the fiscal year the money will be available, and the amount. (It is not necessary to indicate the match source for federal funds).	
8. What is the current estimated completion year for this project? (The original estimate is on the project summary)	
9. Please provide information on the <i>primary</i> contact for this project in the event we need additional information. The primary contact is used as the initial contact for this project in the future.	
Name:	
Organization:	
Title:	
Phone:	Fax:
E-mail:	
<i>Please include any additional comments that would be useful to the CMAQ Project Selection Committee:</i>	

Please return this form by September 5, 2003 to:
Ross Patronsky
Chicago Area Transportation Study
300 W. Adams St. 2nd Floor
Chicago, IL 60606
Phone: (312) 793-3474
Fax: (312) 793-3481
Email rpatronsky@catsmpo.com

For further information, please call Mr. Patronsky.

The Board of Commissioners

JERRY BUTLER	JOSEPH MARIO MORENO
FORREST CLAYPOOL	JOAN P. MURPHY
EARLEAN COLLINS	ANTHONY J. PERAICA
JOHN P. DALEY	MIKE QUIGLEY
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ROBERTO MALDONADO	LARRY SUFFREDIN

FOREST PRESERVE DISTRICT
of Cook County, Illinois

GENERAL HEADQUARTERS

**JOHN H. STROGER, JR.** PRESIDENT

536 NORTH HARLEM AVENUE, RIVER FOREST, ILLINOIS 60305
 773-261-8400 / 708-366-9420 / 800-870-3666 TDD 708-771-1190

Steven M. Bylina, GENERAL SUPERINTENDENT

September 4, 2003

Mr. Ross Patronsky
 Chicago Area Transportation Study (CATS)
 300 West Adams Street, 2nd Floor
 Chicago, Illinois 60606

Dear Mr. Patronsky;

At the June 20, 2003 CATS meeting, then Forest Preserve District of Cook County Acting General Superintendent Albert Pritchett promised to provide CATS with an update on the status of the CMAQ grant for the DesPlaines bicycle trail for the September 8, 2003 CATS meeting.

In order to fulfill Mr. Pritchett's commitment to CATS, attached is a status report on the DesPlaines Bike Trail project. As soon as we have a proposed agreed upon route, we would like to review it, in person, with the CATS staff. The District anticipates finalizing an agreed upon route by year-end. The District has asked its consultant to provide cost estimates to be used during this process.

We continue to work on this challenging project as we balance the needs and concerns of bicyclist, neighbors, elected officials, and environmentalists.

Please note that on August 1, 2003 Mr. Steven M. Bylina Jr. was named as the General Superintendent of the Forest Preserve District of Cook County.

Sincerely,

Allan Mellis
 Director of Planning and Development

\\SERVER\Fileserv\Projects\LARGE\1996\96-026 DESPLAINES RIVER BIKE TRAIL\ADMIN\CMAQ DesPlaines bicycle Trail
 Status CATS 9-8-03 PAM.doc



**DesPlaines Bicycle Trail
CATS Status Report
September 8, 2003**

In 1996, the District received Transportation Control Measure (TCMS) funds to determine the feasibility of a bicycle trail along the Des Plaines River, from the Illinois Prairie Path in Maywood to Belmont Avenue in Chicago. The study has resulted in numerous trail alignments, all of which face the same challenges (see attached). The trail corridor on District property is primarily floodway/ floodplain. Areas outside of the floodplain are narrow and contain environmentally sensitive areas, which should be protected. Residents adjacent to District property are concerned about the proximity of the trail to their property. Municipal Leaders, local citizens, environmentalists, bike riders, and District staff have all influenced the design of this project.

In all the alignments studied the bicycle trail traverses back and forth across the river, thus requiring multiple structures and major road crossings. Estimated construction costs for 5 miles of trail are \$3,000,000 to \$5,000,000. This would be the most expensive (per mile) trail the District has ever built. Even with the proposed structures, the trail was expected to be underwater at key locations for a large number of days each season. The flooding would add considerably to the cost of maintaining the trail once it was completed. Since the CMAQ grant is only for \$1,000,000, the Planning and Development staff reviewed alternatives that could be accomplished within the existing budget and conditions. It should be noted that the recent alternatives considered are different from the original route submitted with the grant application.

After the District has agreed upon a cost effective alternative plan it will be presented to local municipal officials and then a representative group of interested stakeholders.

The preliminary proposed alternate (attached) would leave a gap from the Prairie Path to North Avenue, include the rebuilding of the Sunset Meadow Bridge and a substantial upgrade of the existing multi-purpose trails to Belmont.

The District will work with the local municipalities to determine a proposed on-street route for the gap and connection to the River Grove train stations. It is anticipated that the alternate route will be agreed upon by year-end.



Chicago Area Transportation Study

To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2003
Subject: CMAQ Project Change Request for:
Village of East Hazel Crest – 171st Street Sidewalk From Wood to
Ashland, TIP ID 07-99-0026 (Cost Change)

The Village of East Hazel Crest has requested a cost increase of \$126,680 federal for their sidewalk project along 171st Street. The project was funded in FY 2002 for \$352,000 federal (\$440,000 total). With the completion of engineering, the project cost has increased to \$436,755 federal (\$545,943 total).

The impact of the additional expenditure on the ranking of this project has been evaluated. As the attached table shows, the revised cost per ton of VOCs eliminated is \$1,589,986. This would not change the project's ranking.

In the letter from the engineering firm, the increase was identified as \$126,680, the difference between the revised total cost and the current federal funding. This computation is not correct. The correct figure is the difference between 80% of the revised total cost and the current federal funding. In addition, the engineer's revised total cost did not include construction engineering. Including this brings the revised total cost to \$436,755 federal (\$545,943 total). The cost increase is thus \$84,755.

In addition, however, the sidewalk project is part of a larger improvement on 171st, which includes lowering the road by three feet. A retaining wall will be required, which will cost approximately \$1.4 million total. East Hazel Crest has asked for assistance in funding this portion of the project as well. Adding these costs into the ranking results in the project dropping two places, past one project that was not funded and another that was funded. District One staff reviewed the project plans and determined that the retaining wall would probably still be needed if the sidewalk were not built, although to what extent is unclear.

Recommendation to the CMAQ Project Selection Committee: consider approving increased funding in the amount of \$84,755 federal from \$352,000 federal to \$436,755 federal for 171st Street Sidewalk From Wood to Ashland, TIP ID 07-99-0026.

Chicago Area Transportation Study

CMAQ Cost Increase Analysis

TIP ID: **07-99-0026**

Description: **East Hazel Crest-171st Street Sidewalk From Wood Street to Ashland Avenue**

Ranking Computation

	2002 Award	2003 Increase	with wall
Tons VOC eliminated	0.3861	0.3861	0.3861
Cost	\$ 508,000	\$ 613,943	\$ 1,994,204
\$/Ton VOC eliminate	\$ 1,315,600	\$ 1,589,968	\$ 5,164,519
Rank	11	11	13

Project Expenses

	Federal Share	Total	Fed %	Basis
2002 Award	\$ 352,000	\$ 440,000	80.0%	Approved Project, not including engineering
2003 Increase	\$ 436,755	\$ 545,943	80.0%	Call from Robinson Engineering 9/3/03
Increase Amount	\$ 84,755	\$ 105,943		
with wall	\$ 1,540,963	\$ 1,926,204	80.0%	\$ 1,380,261 for wall less \$68,000 engineering
	\$ 1,188,963	\$ 1,486,204		

Notes:

FY 2002 CMAQ Program

ID	Facility to be Improved	Total \$	Fed \$	\$/Ton Voc	Select
Pedestrian Facility					
BP0357	Palatine-US14/Northwest Highway Transit Access Sidewalk	\$ 200,000	\$ 180,000	\$ 97,281	\$ 180,000
BP0868	Villa Park-South Villa Avenue Sidewalks From Madison Street to IL38/Roosevelt Road	\$ 308,000	\$ 246,000	\$ 225,077	\$ 246,000
BP0416	Northlake-Belle Drive Sidewalks Form Alvin to Hillside Avenue	\$ 340,000	\$ 272,000	\$ 248,742	\$ 272,000
BP0356	Palatine-Harper College Sidewalks	\$ 135,000	\$ 108,000	\$ 260,801	\$ 108,000
BP0615	Justice-Archer Road Sidewalk From Cork Drive to 71st Street	\$ 385,000	\$ 308,000	\$ 268,490	\$ 308,000
BP0359	Hoffman Estates-IL62/Algonquin Road and Ela Road Sidewalks	\$ 75,000	\$ 60,000	\$ 376,106	\$ 60,000
BP0856	Villa Park-Roosevelt Road Sidewalk From Ardmore Avenue to Michigan Avenue	\$ 435,000	\$ 348,000	\$ 896,535	\$ 348,000
BP0846	Oakbrook Terrace-22nd Street Sidewalk From IL83 to IL56	\$ 426,000	\$ 341,000	\$ 955,031	
BP0867	Lisle-US34/Ogden Avenue Sidewalk From Radcliff Road to Ivanhoe Avenue	\$ 807,000	\$ 646,000	\$ 1,030,854	
BP0343	Hanover Park-US20/Lake Street Underpass	\$ 1,700,000	\$ 1,200,000	\$ 1,061,019	
BP0748	East Hazel Crest-171st Street Sidewalk From Wood Street to Ashland Avenue	\$ 508,000	\$ 352,000	\$ 1,315,600	\$ 352,000
	Revised rank places project here (without retaining wall)			\$ 1,589,968	
BP1121	Woodstock-Kishwaukee Valley Road/Jackson Street Sidewalks	\$ 285,000	\$ 200,000	\$ 1,749,021	
BP1122	Algonquin Township-Algonquin Township Sidewalks	\$ 750,000	\$ 600,000	\$ 3,041,538	\$ 600,000
	Revised rank places project here (with retaining wall)			\$ 4,990,323	
BP1117	Greenwood-Greenwood Road Sidewalks From Greenwood Elementary School to West Wonder Lake Road	\$ 133,000	\$ 106,000	\$ 95,860,246	



Consulting Registered Professional Engineers

William P Dolan, E.I.
Direct Phone (708) 210-5677
Direct Fax (708) 585-3577

August 21, 2003

Project 99-305.02

Chicago Area Transportation Study (CATS)
300 West Adams Street

Chicago, IL 60606
(312) 793-3456

Attn: Mr. Ross Patronsky

RE: 171st Street Improvements
From Wood Street to Ashland Avenue
Village of East Hazel Crest

Dear Mr. Patronsky:

The following is the additional information requested in your letter dated August 20, 2003 for the referenced project:

- The current expected cost of the sidewalk improvements along the 171st Street corridor is estimated at a **total** cost of \$1,858,941.00. This total includes the cost of sidewalks and handrails at \$478,680.00, and the cost of retaining walls to support the sidewalks at \$1,380,261.00.
- The current expected cost of the retaining walls on both sides of 171st Street is \$1,380,261.00.
- The Cook County Highway Department concluded, through recent discussions, that they are willing and should be able to secure funding for the remaining portions of the project once all other funding sources have been exhausted.

In our previous request for increase of funding dated June 18, 2003, we requested an additional \$126,680.00 to fund sidewalks and handrails. The amount of additional funding was calculated by subtracting the secured funding amount (\$352,000.00) from the new total construction cost for sidewalk and handrails (\$478,680.00).

The June 18th letter also requested funding for retaining walls in the amount of \$625,000.00. This is the current cost of the south retaining wall along 171st Street. This cost is slightly less than half of the total \$1,380,261.00, because the south sidewalk requires less grade separation from the roadway. The south sidewalk is completely accessible the handicapped, and is therefore eligible for funding.

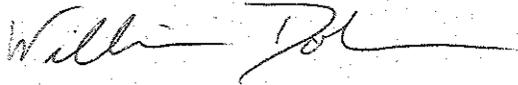
RECEIVED

AUG 22 2003

C.A.T.S.

I appreciate your assistance. Should you have any questions, please feel free to call.

ROBINSON ENGINEERING, LTD.

A handwritten signature in black ink, appearing to read "William P. Dolan". The signature is fluid and cursive, with a long horizontal stroke at the end.

William P Dolan, E.I.

WPD/wd



Consulting Engineers

September 4, 2003

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams
Chicago, Illinois 60606

***Subject: Algonquin Township – U.S. Route 14 Pedestrian Improvements Project -
Project No.: CMF – 0305 (020)
Job No.: P-91-255-02
Section No.: 02-02121-00-SW***

Dear Mr. Patronsky:

On behalf of Algonquin Township, we are contacting you requesting a change in scope for the subject project.

This change in scope is requested to include right-of-way acquisition as an eligible expense. The original scope of Algonquin Township's CMAQ Funding application did not encompass right-of-way acquisition, however we have determined right-of-way acquisition is now required. Based on our preliminary analysis, we anticipate \$20,000 is required to cover land appraiser and review appraiser expenses as well as the actual land acquisition costs for the temporary construction easements and permanent easements.

If you have any questions, do not hesitate to contact us.

Very truly yours,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

A handwritten signature in black ink, appearing to read "Michael W. Plant". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael W. Plant, P.E.

MWP:rp

C: Dianne L. Klemm - Algonquin Township
Cameron Davis, Village of Cary
Art Osten, Village of Fox River Grove

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Chicago Area Transportation Study

To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 3, 2003
Subject: CMAQ Cost Project Changes for:
City of Chicago – Mid-City Transit Corridor Alternatives Analysis,
TIP ID 01-94-0186 (Cost Increase)
City of Chicago – Red Line Extension from 95th to 103rd, TIP ID 01-
94-0006 (Cost Decrease)

The City of Chicago has requested a cost increase of \$1,000,000 (\$800,000 federal) for the Mid-City Transit Corridor Alternatives Analysis project. The analysis of the north-south portion of the project is nearly complete. New issues have been raised about the corridor, particularly the east-west portion. Additional funds will be needed to do the additional work.

At the same time, the CTA has identified an alternative alignment for the Red Line extension from 95th Street. This project is on the list of new start projects CTA is pursuing. The funds needed to study this alternative will amount to approximately \$1,200,000 (\$960,000 federal). Since the project was originally approved for \$2,200,000 (\$1,760,000 federal), the City of Chicago is requesting a cost decrease for this project.

A reevaluation of the project ranking indicates that the Mid-City Transit Corridor Alternatives Analysis project will cost \$158,778 per ton of VOC eliminated. This will leave the project's ranking unchanged. If the Red Line Extension from 95th to 103rd is also re-ranked, then the Mid-City Transit Corridor Alternatives Analysis will drop one place in the rankings, but still rank ahead of one approved project.

Both projects are in the same grant, which will facilitate the transfer of funds despite their age.

Recommendation to the CMAQ Project Selection Committee: consider approving increased funding for TIP ID 01-94-0186 in the amount of \$800,000 to \$1,600,000 federal, and decreased funding for TIP ID 01-94-0006 in the amount of \$800,000 federal to \$960,000 federal.

Chicago Area Transportation Study

1994 Transit Facility Improvement Project Ranking

TIP ID	Facility to be Improved	Pounds Daily VOC Eliminated	Total VOC Eliminated (Tons)	\$ Per Ton VOC Eliminated	Programmed Amount
10-94-0135	Grayslake Commuter Parking	59		\$1,897	\$580,800
18-99-1528	93rd St Station - MED South Chicago Branch Station Relocation/Parl	31		\$19,667	\$182,400
18-94-0015	Wisconsin Central Commuter Service	438	2,362	\$23,316	\$7,000,000
18-94-0015	North Central Service - New Rail Line CUS to Antioch	438		\$23,316	\$17,680,000
01-94-0188	71st at Yates (MED South Shore Branch) Station Improvement	123		\$67,953	\$112,000
01-94-0186	Mid-City Transit Corridor Alternatives Analysis	1,951		\$79,389	\$800,000
Revised Project \$/ton ranks it here				\$158,778	▼
01-94-0009	Orange Line extension to Ford City - right-of-way acquisition		772	\$201,051	\$2,800,000
01-94-0006	Red Line Extension From 95th To 103rd	96		\$213,484	\$1,760,000



City of Chicago
Richard M. Daley, Mayor

Department of Transportation

Miguel d'Escoto
Commissioner

Cheri Heramb
Deputy Commissioner

Bureau of Administration & Planning
Suite 600

30 North LaSalle Street
Chicago, Illinois 60602-2570
(312) 744-5697
(312) 744-4399 (FAX)
(312) 744-7215 (TTY)

www.cityofchicago.org/transportation

July 24, 2003

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Area Transportation Study
300 West Adams Street
Chicago, Illinois 60606

Re: Request to Shift CMAQ Funds for Planning Studies
(FTA Grant IL-90-X255)

Dear Mr. Patronsky:

The Chicago Department of Transportation received \$1,000,000 in CMAQ funds in 1994 for the Mid-City Transitway Study and \$2,200,000 for the Dan Ryan Extension Alternatives Analysis under the above-referenced grant.

To date, the feasibility analysis of the north-south portion of the Mid-City project is substantially complete and all funding will be expended very soon. Due to new issues raised about the study corridor, particularly the east-west portion, we would like to study the physical feasibility of the east-west portion, but will need additional funding. At this time, we would like to transfer \$800,000 from the Dan Ryan Extension Project to the Mid-City Transitway Study.

The \$700,000 remaining in the Dan Ryan project will be used by CDOT to prepare a feasibility study of the CTA's newly identified alternative for extending the Dan Ryan. CTA has agreed to fully cooperate with us and will share any information relating to this alternative.

The Federal Transit Administration requires CMAQ Committee approval before the budget revision can be made. Please take the necessary actions to obtain Committee approval.

If you need additional information, I may be reached at 744-1987.

Very truly yours,

Luann Hamilton
Director of Transportation Planning

LH:kam

NEIGHBORHOODS





Chicago Area Transportation Study

To: CMAQ Project Selection Committee
From: Ross Patronsky, Chief of the CMAQ Program
Date: September 4, 2003
Subject: CMAQ Project Change Request for:
CTA – Ethanol Fuel Cell Bus Program - Demonstration of Ethanol
Re-former – Participation in National Project, TIP ID 16-95-
0039 (Scope Change)

The CTA has requested a scope change for their Ethanol Fuel Cell Bus Program project. The project was funded in FY 2000 for \$80,000 federal (\$100,000 total) as a follow-up to the fuel cell bus project. The original fuel cell project has been discontinued, and the CTA wishes to redirect the funds to test a compressed natural gas bus.

Since this project was a demonstration, there is no project ranking to evaluate. However, there is a requirement that the project have potential application to other activities in the region, and that the project be evaluated for its emissions benefits and feasibility for other applications in the region. A letter was sent to the CTA on August 14th requesting an evaluation plan.

The funds for this project are in an FTA grant that will be at the end of its fourth fiscal year on September 30th. After this time there is much less flexibility in moving the money to another grant.

Recommendation to the CMAQ Project Selection Committee: discuss the requested scope change for Ethanol Fuel Cell Bus Program – Demonstration of Ethanol Re-former – Participation in National Project, TIP ID 16-95-0039.



Chicago Transit Authority

Merchandise Mart Plaza, P.O. Box 3555
Chicago, Illinois 60654
(312) 664-7200

August 11 2003

Mr. Don Kopec
Associate Executive Director
Chicago Area Transportation Study
300 W. Adams Street
Chicago, IL 60606

Attn: Mr. Ross Patronsky

Re: Scope Revision
CMAQ Project #16-95-0039

Dear Mr. Kopec:

On March 5, 1999 the Chicago Transit Authority (CTA) submitted the Authority's FY 2000 Congestion Mitigation and Air Quality Proposals. One of the projects submitted was entitled, Ethanol Fuel Cell Bus Program. The Chicago Transit Authority hereby requests that the Chicago Area Transportation Study revise the scope of this project.

The original scope of the demonstration project proposed development of a specification for a bus mounted Ethanol reformer for fuel cell buses. Since the fuel cell project was discontinued there is no need for the project as originally defined. However, CTA proposes to continue the project to test the feasibility of alternative fuels. CTA's Environmental Technology Department is requesting a scope revision to allow for a demonstration project to purchase a 25' to 28' bus powered by Compressed Natural Gas (CNG).

This new demonstration project will allow CTA to test service, operating requirements, maintenance needs, and fueling infrastructure. This will provide CTA with an opportunity to acquire experience and familiarity with this new technology. If the program demonstrates success, CTA would be likely to order alternative fuel CNG buses to potentially use in place of diesel-fueled vehicles in niche markets. During the demonstration, this new CNG bus would be used by the Marketing and Community Relation Departments at various events throughout the CTA's service area to promote the use of transit, which has the potential to lead to increased daily ridership, thus increasing the probability of daily auto-diverted trips.

If you have any questions concerning this information please contact me at (312) 664-7200, extension 4590 or Mike Connelly at extension 4560.

Sincerely,

Paul F. Fish
Vice President
Capital Investment

CC: D. Simmons
M. Connelly
E. Payne

FY 2005 CMAQ Program Development Schedule

Monday, December 1, 2003 CATS will send instructions to begin the call for FY 2005 project proposals.

Friday, January 30, 2004 Submittal deadline for all FY 2005 project proposals.

February – June 2004 CATS will develop FY 2005 project proposal rankings and hold meetings with project sponsors.

June 2004 CMAQ Project Selection Committee meetings to select proposed FY 2005 program

July 2004 Work Program Committee considers approving the proposed FY 2005 program for public comment.

Monday, August 2, 2004 The public comment period on the proposed FY 2005 program begins.

Wednesday, September 1, 2004 The public comment period on the proposed FY 2005 program ends.

September 2004 Work Program Committee considers approval of the proposed FY 2005 program.

October 12, 2004 Policy Committee considers approval of the proposed FY 2005 program.

October – November 2004 Federal determination of the FY 2005 projects eligibility.

November 2004 CATS will send notification to sponsors of funds available.

Note: For additional information, please call Ross Patronsky of the CATS staff at (312) 793-3474.

Chicago Area Transportation Study

CMAQ Program for Northeastern Illinois - FY 2004

Proposed Program Released by the Work Program Committee for Public Comment July 25, 2003

Project ID	Sponsor	Description	\$/Ton VOC Eliminated	Daily VOC Eliminated (Kilograms)	CMAQ Funding
Bicycle Facilities					
BP02040897	Evanston	On-Street Bicycle Network	\$51,419	0.879	\$365,160
BP01041166	CDOT	Millennium Park Access Route	\$255,846	0.307	\$160,000
BP07040953	Park Forest	Western Ave Bike Trail Addition	\$490,144	0.019	\$76,800
BP06040940	Palos Park	86th Ave Multiuse Path	\$497,747	0.019	\$68,760
BP08041036	Downers Grove	Eastern Corridor Bikeway	\$772,543	0.061	\$399,000
BP10040820	Mundelein	Bike Path Connecting Various Parks	\$1,008,940	0.040	\$337,776
BP07040947	Olympia Fields	203rd St Bikeway	\$1,446,702	0.009	\$105,200
BP01041159	CDOT	Valley Line Bike Trail	\$3,311,552	0.050	\$948,000
BP01041161	CDOT	35th St Bicycle-Pedestrian Bridge	\$3,490,780	0.091	\$1,700,000
Bicycle Parking					
BP01041164	CDOT	Millennium Park Bicycle Center	\$361,772	0.601	\$1,080,000
Bottleneck Elimination					
BE11040999	McHenry County Highway Department	Johnsburg Rd from IL 31 to Chapel Hill Rd	\$215,323	0.959	\$2,785,000
Commuter Parking					
CP10041090	Metra	Ingleside Station Parking	\$17,749	1.934	\$140,000
CP12041105	Metra	Joliet Station Parking - RID and MHC Lines	\$25,561	6.507	\$560,000
CP08041103	Metra	Lombard Station Parking - UP-W Line	\$40,139	3.302	\$544,000
CP01041101	Metra	99th St - Beverly Station Parking - RID Line -Beverly Branch	\$73,546	1.753	\$540,000
CP01041092	Metra	Parking at Mont Clare, Mars, Galewood, and Hanson Park Stations - Milwaukee West Line	\$209,461	0.934	\$800,000
CP01041108	Metra	Grayland Station Parking - Milwaukee North Line	\$344,887	0.580	\$600,000
Demonstration					
DE01041177	CDOT	Chicago Truck Route Advisory System			\$256,000
DE01041191	CDOT	Cicero Ave Smart Corridor, Enhanced Traveler Information Kiosks, Variable Message Signs			\$1,320,000
DE02041204	Cook County Highway Department	Lake Cook Travel Demonstration			\$540,000
DE07041145	Riverdale	Network Station Project and Zero-Emission Vehicles			\$250,000
Intersection Improvement					
I102040976	Morton Grove	IL 58/Dempster St from Ferris Ave to Central Ave	\$384,782	1.506	\$2,206,080
I109040802	Aurora	Sullivan Rd from IL 31/Lake St to IL 25/Aurora Ave	\$399,673	0.558	\$830,630
I112040729	Will County Department of Highways	Naperville-Plainfield Rd at 119th	\$643,088	0.383	\$1,048,000
I109041009	Kane County DOT	Randall Rd at IL 64/Main St	\$2,320,389	0.985	\$2,000,000
I110041022	Lake County DOT	Green Bay Rd at Wadsworth	\$7,675,329	0.059	\$600,000

Other

Project ID	Sponsor	Description	\$/Ton VOC Eliminated	Daily VOC Eliminated (Kilograms)	CMAQ Funding
OT13041150	IEPA	Enhanced Vehicle Inspection and Maintenance Capital Costs	\$7,123	2,878.567	\$6,600,000
OT03041169	Schaumburg	Schaumburg Transportation Demand Management Program	\$11,795	30.161	\$80,000
OT08041055	Downers Grove	Ogden Ave Curb Cut Elimination and Signage Upgrade	\$14,165	1.334	\$333,000
OT01041179	CDOT	Midway Airport Highway Advisory Radio (HAR) System Update	\$24,859	3.256	\$308,000
OT13041158	IEPA	Northeastern Illinois Public Information and Education Campaign Year 5	\$41,402	68.605	\$700,000
OT13041057	IDOT	ATMS - CAD Integration	\$208,542	1.599	\$1,500,000
Pedestrian					
BP05040996	LaGrange	Pedestrian Walkway along Hillgrove Ave Linking Commuter Parking, Addition of Bicycle Parking	\$395,186	0.119	\$434,000
Signal Interconnect					
SI09041016	Kane County DOT	Kirk Rd from IL 64 to Pine St	\$37,832	3.350	\$569,900
SI11040966	McHenry County Highway Department	IL 31 from Edgewood Dr to Rakow Rd and Algonquin Rd from Western Bypass to Harrison St	\$40,636	1.850	\$316,000
SI08041113	Naperville	Naper Blvd from Dunrobin Rd to Hobson Rd	\$47,104	0.684	\$16,000
SI04040788	Oak Park	Madison St from Wisconsin Ave to Lombard Ave	\$47,298	1.264	\$268,800
SI08041078	IDOT	Cermak Rd/22nd St from McDonalds Dr to York Rd	\$51,831	0.734	\$160,000
SI08041066	IDOT	IL 59/Ingalton Rd from Army Trail Rd to Smith Rd	\$53,313	0.536	\$120,000
SI02041080	IDOT	Oakton St from River Dr to Gross Point Rd	\$69,075	0.689	\$200,000
SI03041046	IDOT	US 12/Rand Rd from Camp McDonald Rd to IL 83/ Elmhurst Rd and Willow Rd	\$71,438	1.865	\$560,000
SI03041059	IDOT	IL 21/Milwaukee Ave from Main St to Oakton St	\$77,256	0.370	\$120,000
SI01041132	CDOT	Cicero Ave Signal Interconnect from Peterson Ave to Lexington Ave	\$92,424	11.817	\$448,000
SI03041064	IDOT	IL 59/Hough St from Hillside Ave to Barrington Rd	\$98,546	0.222	\$92,000
SI02040894	Evanston	Chicago Ave from Grove St to South Blvd	\$105,576	1.765	\$714,704
SI01041130	CDOT	95th St Signal Interconnect from Western Ave to US 41/Ewing Ave	\$107,438	9.669	\$424,000
SI01041137	CDOT	87th St Signal Interconnect from Western Ave to I-94/Dan Ryan Ewy	\$108,802	4.332	\$200,000
SI04041074	IDOT	31st St from Wolf Rd to Prairie Ave	\$157,254	0.944	\$624,000
SI06041050	IDOT	US 12 20/95th St from 88th Ave to 96th Ave	\$163,573	0.349	\$240,000
SI01041181	CDOT	Midway Airport Corridor signal interconnect	\$174,198	1.215	\$792,000
SI10040779	North Chicago	IL 137/Sheridan Rd from 10th St to 22nd St/ML King Dr	\$189,649	1.050	\$895,000
SI03041056	IDOT	US 12 45 Lee/Mannheim from Algonquin Rd to Prospect Ave	\$294,413	0.582	\$720,000
SI01041124	CDOT	Near West Side Signals	\$303,565	1.910	\$2,332,000
SI12041072	IDOT	IL 171/Archer Ave from Smith Rd to 143rd St	\$345,259	0.077	\$112,000
SI07041068	IDOT	IL 83/147th St from IL 50/Cicero Ave to Pulaski Rd	\$371,400	0.448	\$700,000
Transit Facility Improvement					
TI05040774	Western Springs	Western Springs Commuter Facilities Expansion - Station and Parking	\$195,152	1.550	\$731,000
TI01041151	CDOT	Carroll Avenue Busway	\$673,725	5.647	\$1,600,000
TI01041139	CDOT	Grand/State Station on Red Line	\$1,076,181	1.949	\$4,400,000
TI01041146	CDOT	Clark/Division Station on Red Line	\$1,981,319	1.536	\$1,000,000
Transit Service and Equipment					
TI13040981	Pace	Vanpool Program	\$57,161	96.469	\$6,200,000

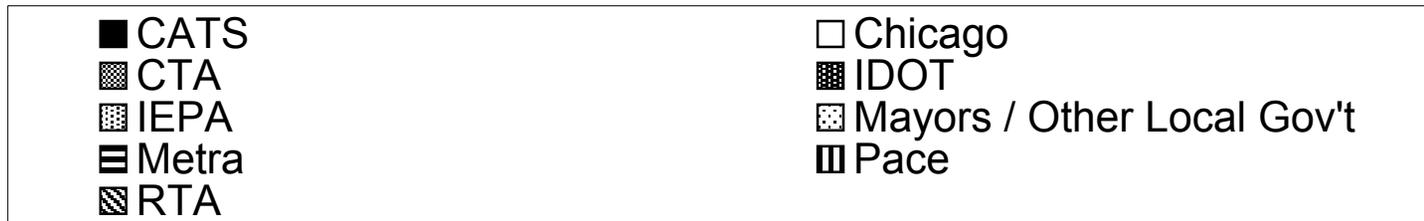
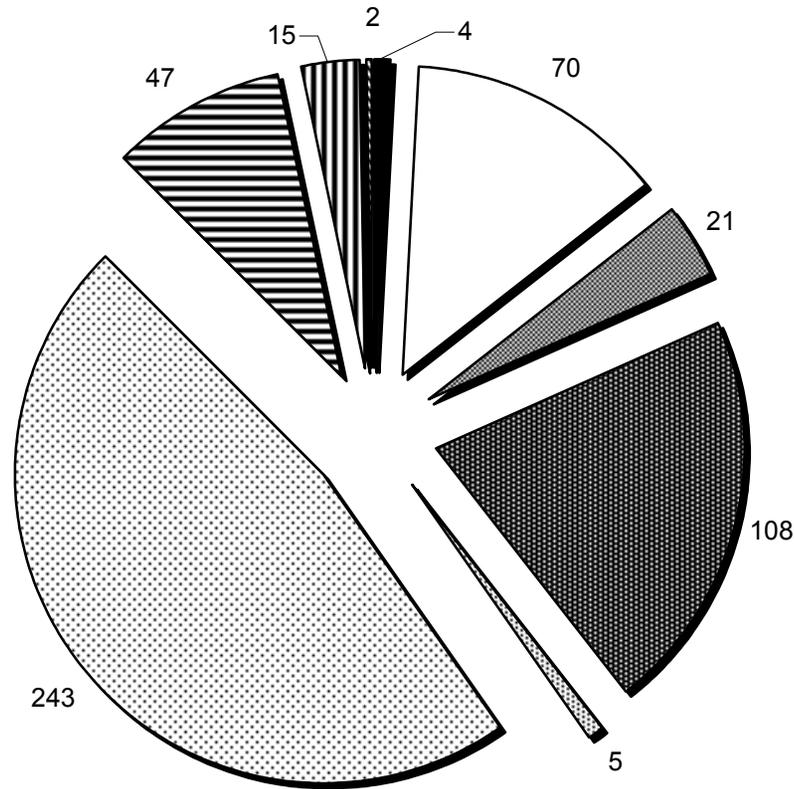
Project ID	Sponsor	Description	\$/Ton VOC Eliminated	Daily VOC Eliminated (Kilograms)	CMAQ Funding
TI01042300	CTA	North/South Lake Shore Improvements and Marketing of CTA Service Improvements	\$88,778	105.482	\$2,560,000
TI01040745	CTA	Chinatown/Pilsen Summer Shuttle	\$94,541	1.145	\$29,600
TI01040755	CTA	Cermak (Douglas) Corridor Marketing - Blue Line	\$98,383	17.847	\$480,000
TI01040736	CTA	Express Bus Service for #79 79th Street, #22 Clark Street, #9 Ashland	\$156,189	59.169	\$1,011,000
TI09040792	Oswego	Oswego Orchard Park & Ride Commuter Parking - Pace Service	\$183,553	2.038	\$222,720
Transit Transfer					
TI13040794	RTA	Modest Physical and Information Coordination Improvements at 75 Priority Interagency Transfer Locations	\$92,542	7.689	\$1,000,000
66 total projects		CMAQ Program Total:		<u>3,351.417</u>	<u>\$60,074,130</u>

CMAQ Financial Program Summary Table by Project Sponsor Groups FY 1992-2003

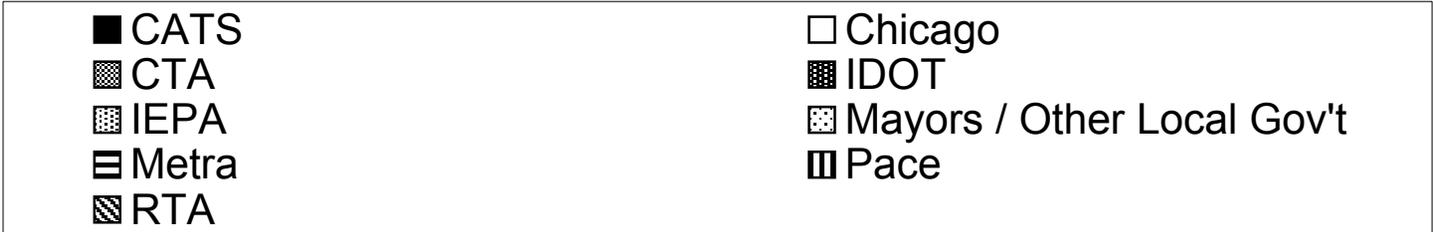
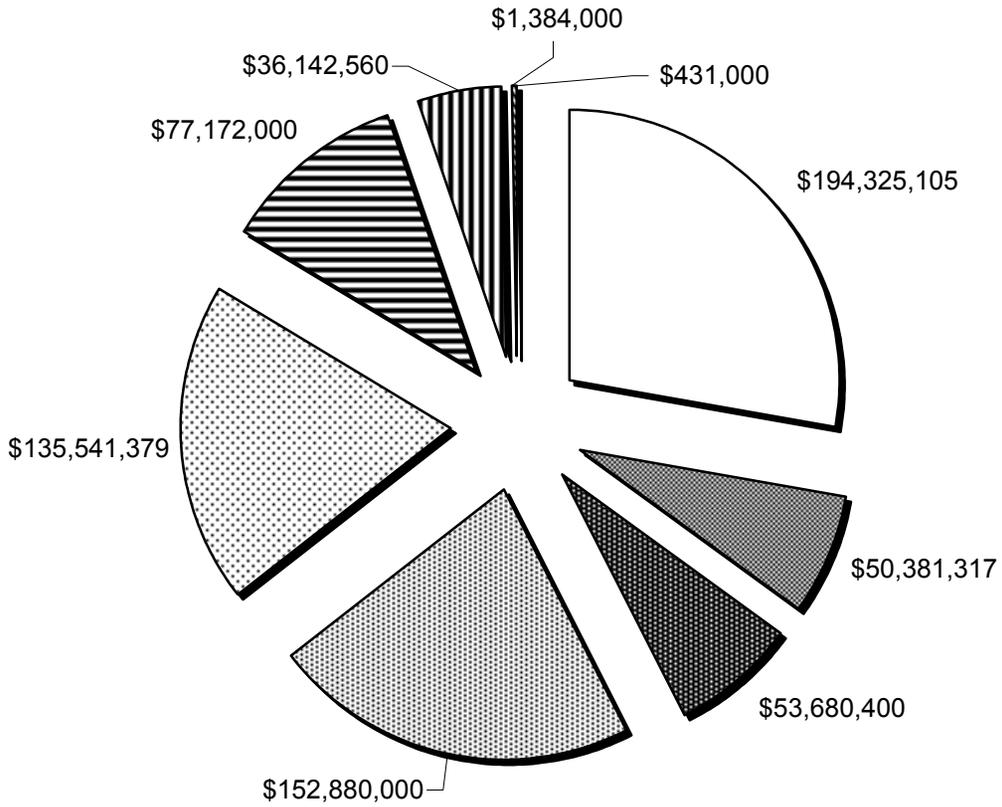
Sponsor Group	# of Projects	Programmed Funds	Committee Increases	Withdrawn Funds
CATS	4	\$ 431,000	\$ -	\$ -
Chicago	70	\$ 194,325,105	\$ 39,735,400	\$ 37,399,200
CTA	21	\$ 50,381,317	\$ 8,600,000	\$ 8,600,000
IDOT	108	\$ 53,680,400	\$ -	\$ 1,216,000
IEPA	5	\$ 152,880,000	\$ -	\$ -
Mayors / Other Local Gov't	243	\$ 135,541,379	\$ 6,213,490	\$ 5,824,354
Metra	47	\$ 77,172,000	\$ 3,360,000	\$ 3,600,000
Pace	15	\$ 36,142,560	\$ -	\$ 172,274
RTA	2	\$ 1,384,000	\$ -	\$ 384,000
TOTALS	515	\$ 701,937,761	\$ 57,908,890	\$ 57,195,828

Note: All funds are in Federal dollars

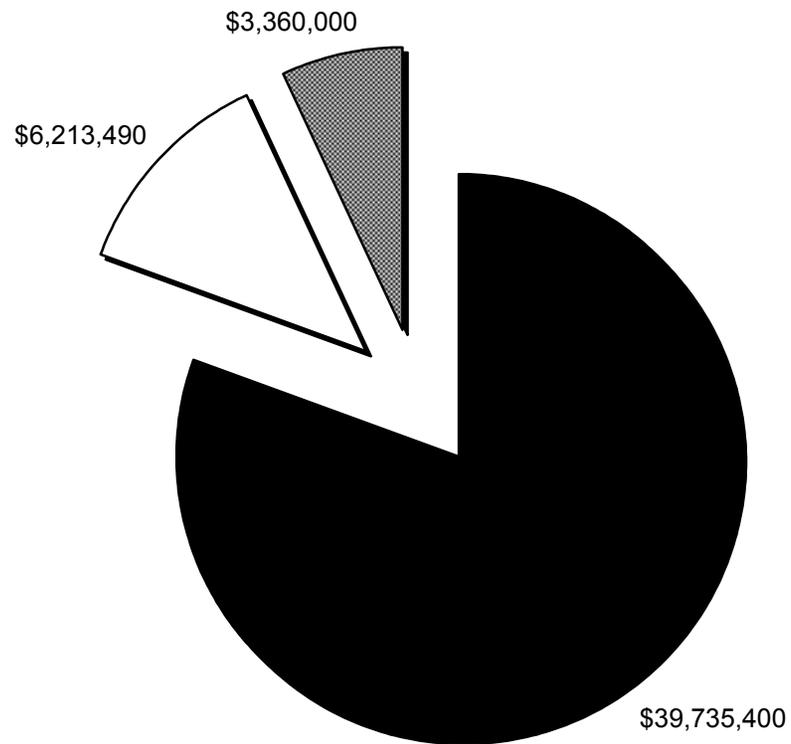
CMAQ - Number of Projects by Sponsor Group FY 1992-2003 515 Total Projects



CMAQ - Programmed Funds by Sponsor Group FY 1992-2003

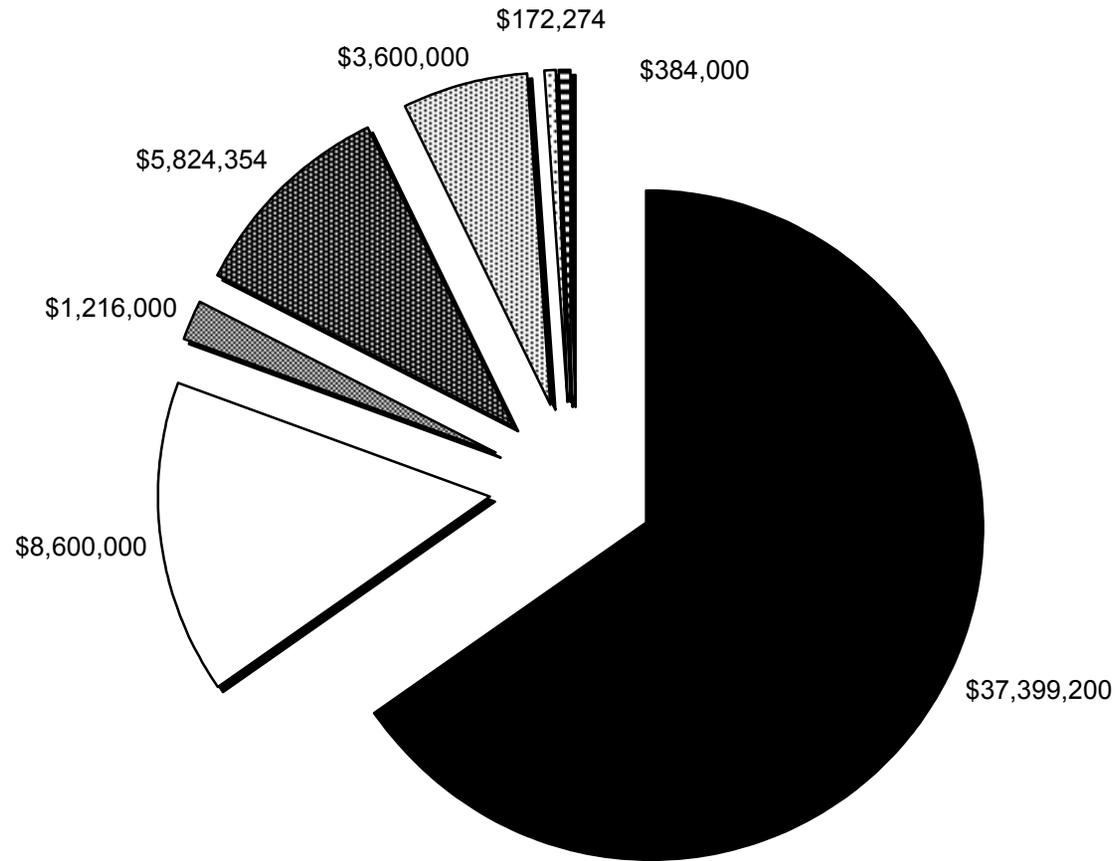


CMAQ - Committee Increases by Sponsor Group FY 1992-2003



■ Chicago □ Mayors / Other Local Gov't ▨ Metra

CMAQ - Withdrawn Funds by Sponsor Group FY 1992-2003



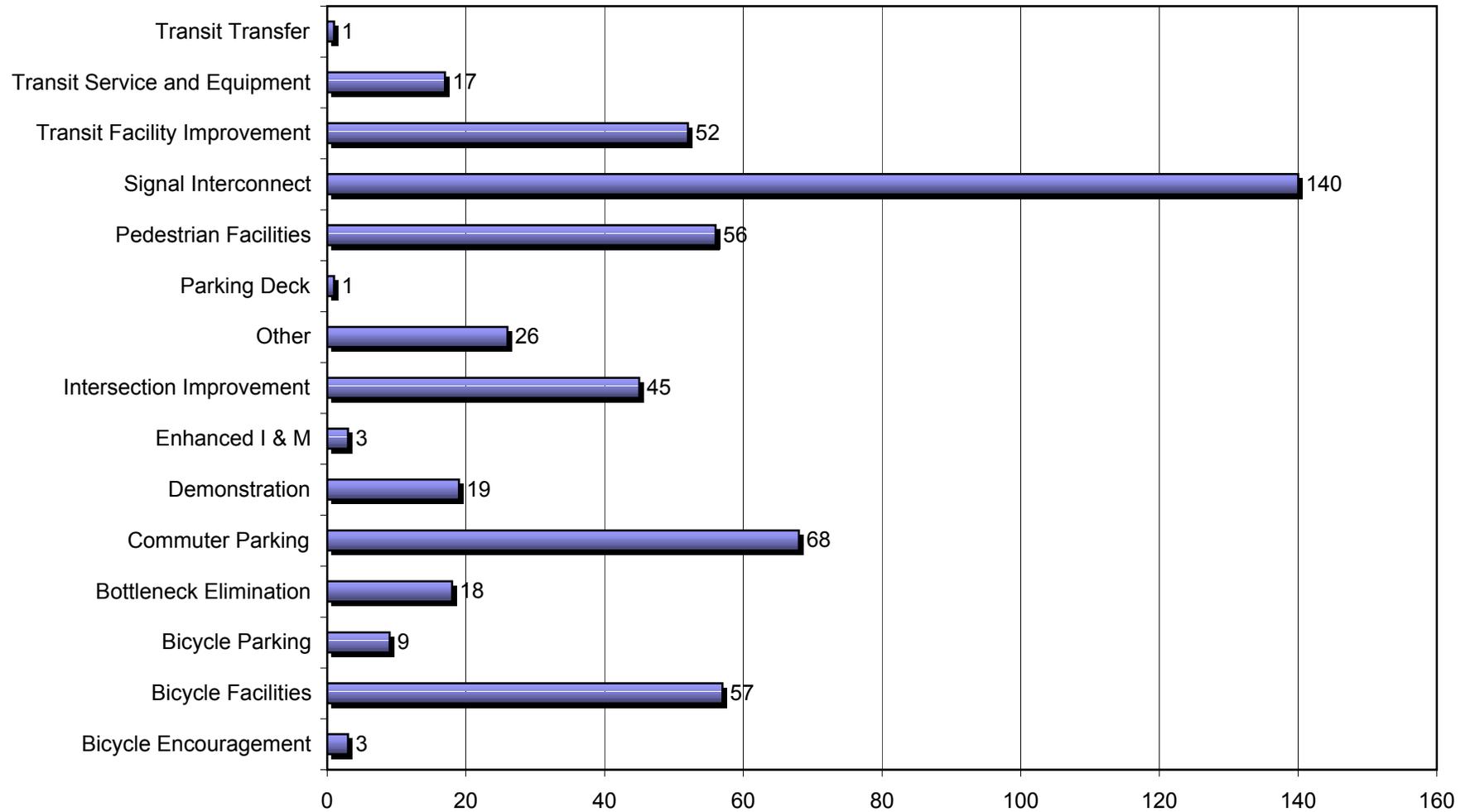
Chicago
 CTA
 IDOT
 Mayors / Other Local Gov't
 Metra
 Pace
 RTA

CMAQ Financial Program Summary Table by Project Sub-Type FY 1992-2003

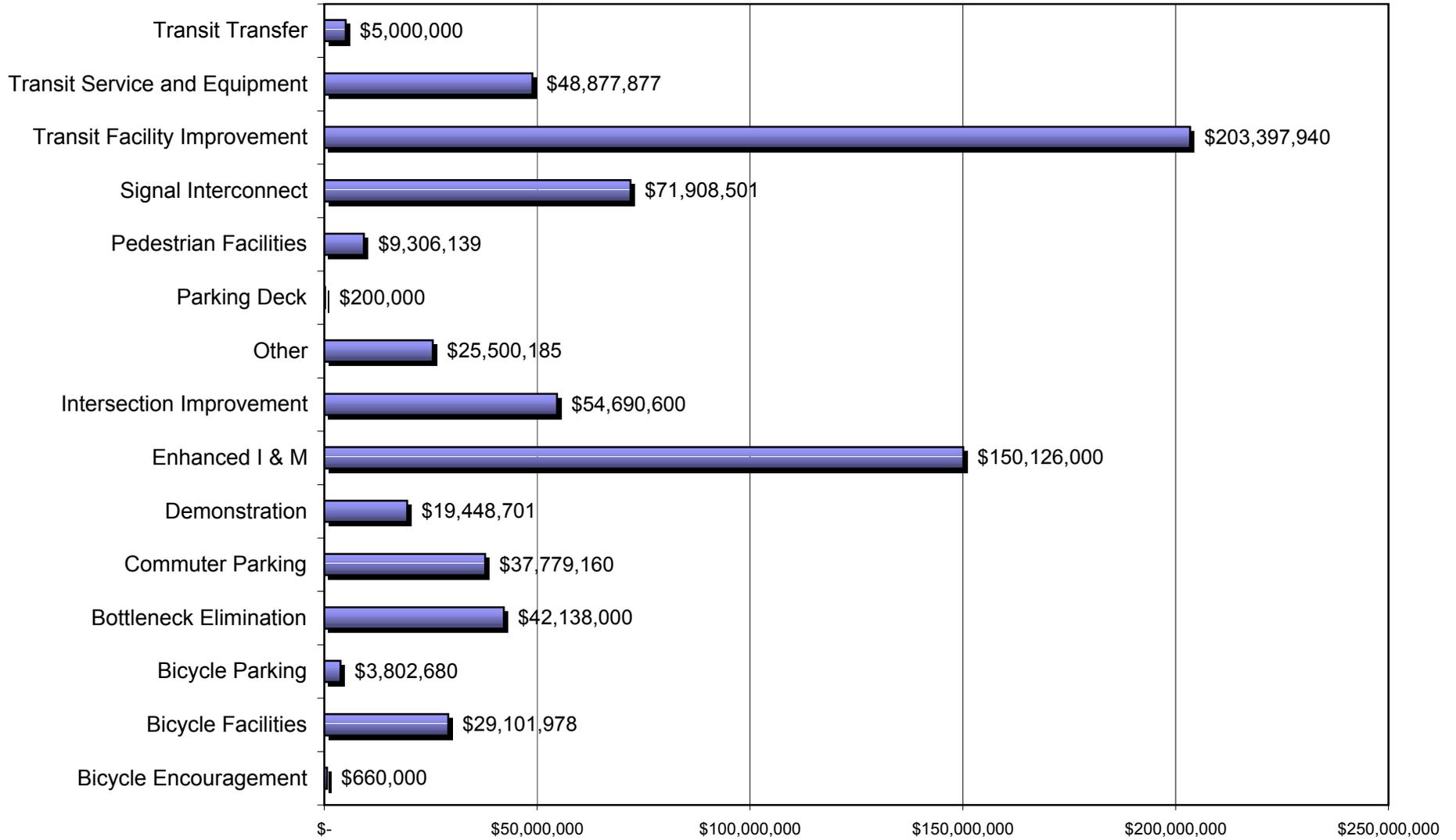
Project Sub-Type	# of Projects	Programmed Funds	Committee Increases	Withdrawn Funds
Bicycle Encouragement	3	\$ 660,000	\$ -	\$ -
Bicycle Facilities	57	\$ 29,101,978	\$ 2,953,639	\$ 1,256,004
Bicycle Parking	9	\$ 3,802,680	\$ -	\$ -
Bottleneck Elimination	18	\$ 42,138,000	\$ 4,539,610	\$ 247,269
Commuter Parking	68	\$ 37,779,160	\$ 580,000	\$ 1,069,600
Demonstration	19	\$ 19,448,701	\$ 32,000	\$ 649,000
Enhanced I & M	3	\$ 150,126,000	\$ -	\$ -
Intersection Improvement	45	\$ 54,690,600	\$ 1,329,486	\$ 1,130,000
Other	26	\$ 25,500,185	\$ -	\$ 1,072,093
Parking Deck	1	\$ 200,000	\$ -	\$ -
Pedestrian Facilities	56	\$ 9,306,139	\$ 1,016,125	\$ 909,748
Signal Interconnect	140	\$ 71,908,501	\$ 1,558,030	\$ 1,741,840
Transit Facility Improvement	52	\$ 203,397,940	\$ 45,900,000	\$ 49,120,274
Transit Service and Equipment	17	\$ 48,877,877	\$ -	\$ -
Transit Transfer	1	\$ 5,000,000	\$ -	\$ -
TOTALS	515	\$ 701,937,761	\$ 57,908,890	\$ 57,195,828

Note: All funds are in Federal dollars

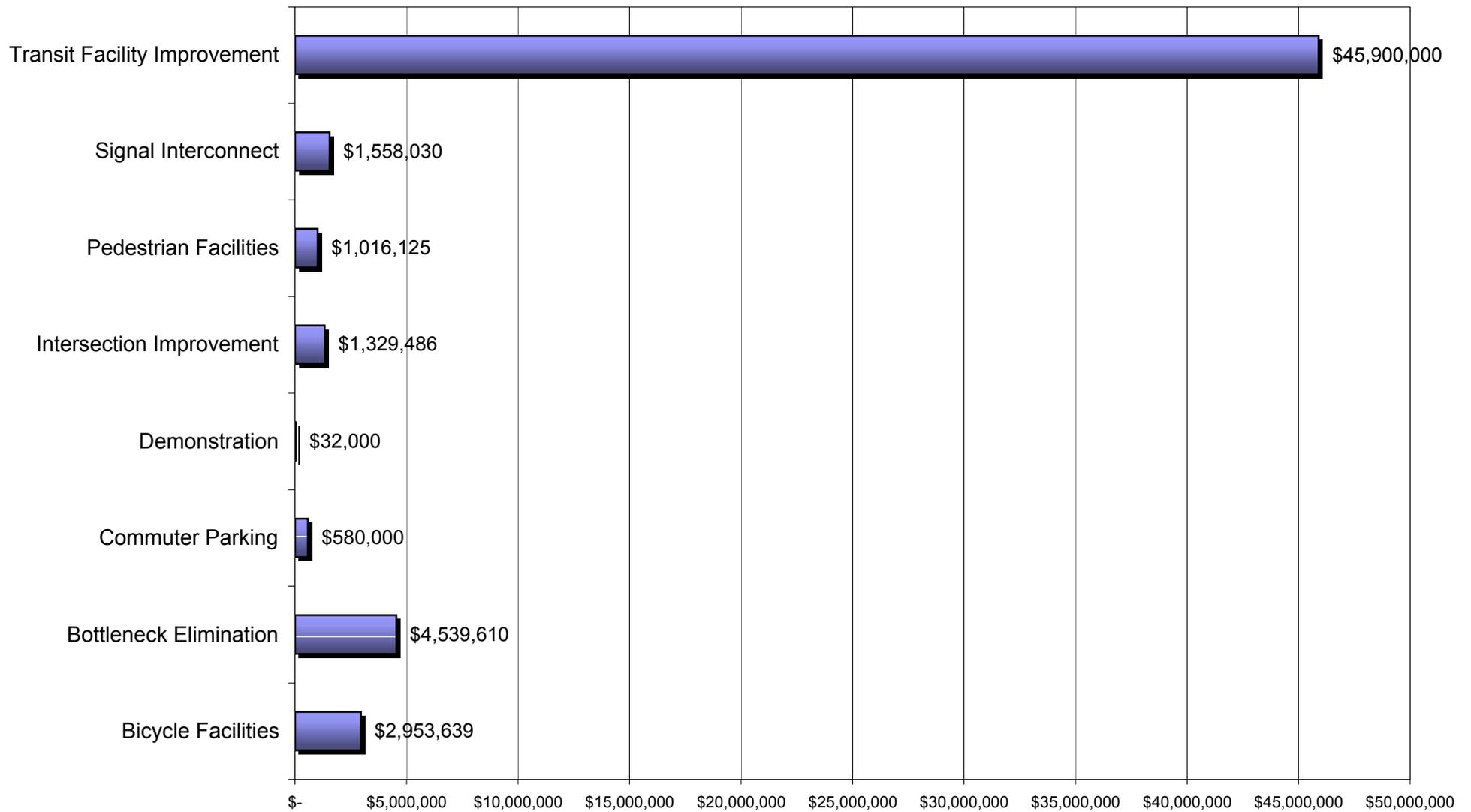
CMAQ - Number of Projects by Sub-Type FY 1992-2003



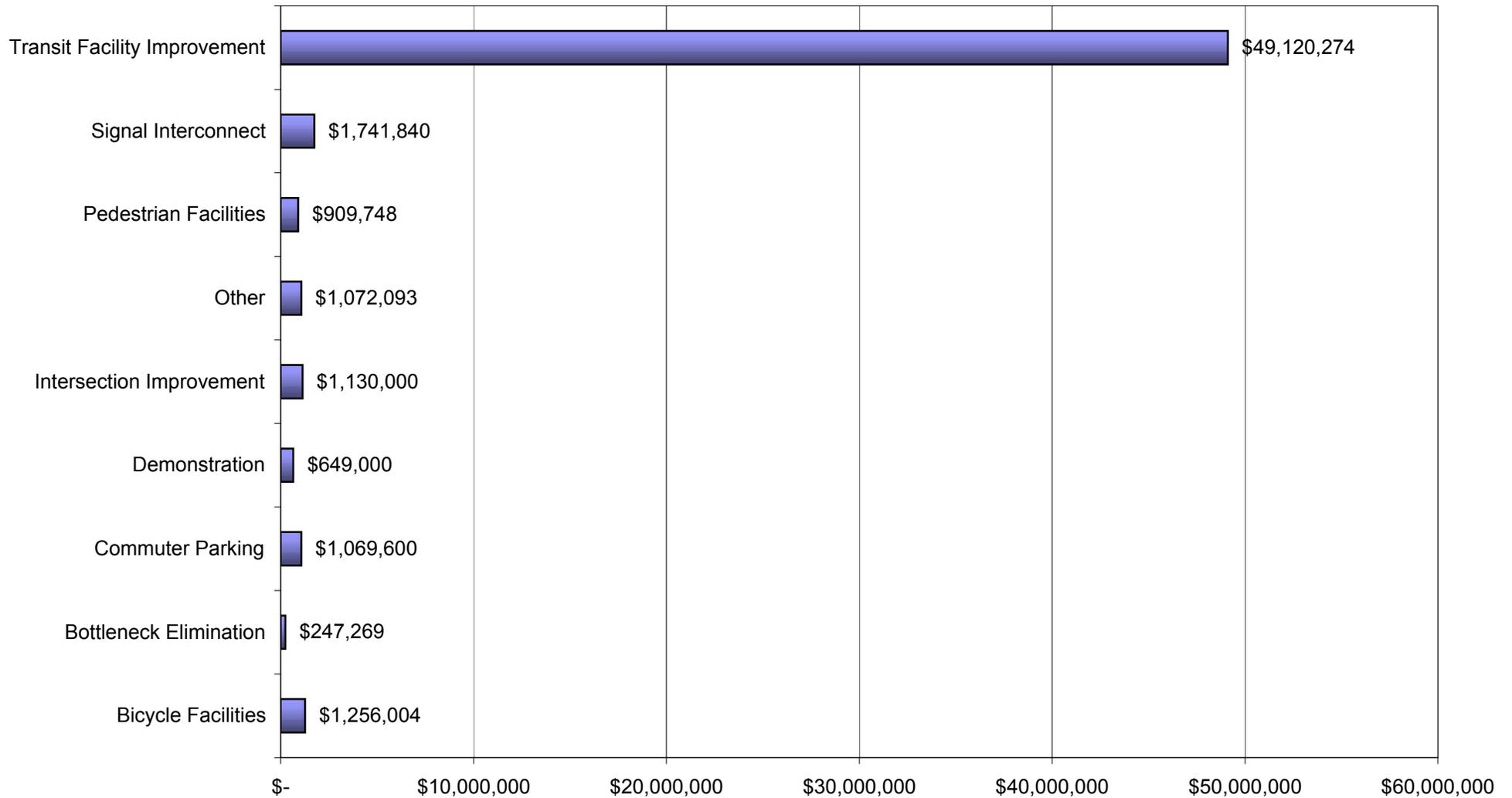
CMAQ - Programmed Funds by Project Sub-Type FY 1992-2003



CMAQ - Committee Increases by Project Sub-Type FY 1992-2003



CMAQ - Withdrawn Funds by Project Sub-Type FY 1992-2003



CMAQ Financial Program Summary Table by Project Category FY 1992-2003

Project Category	# of Projects	Programmed Funds	Committee Increases	Withdrawn Funds
Highway *	203	\$ 168,737,101	\$ 7,427,126	\$ 3,119,109
Transit **	139	\$ 295,254,977	\$ 46,480,000	\$ 50,189,874
Bicycle/Pedestrian Enhanced I & M	125	\$ 42,870,797	\$ 3,969,764	\$ 2,165,752
Other***	3	\$ 150,126,000	\$ -	\$ -
TOTALS	45	\$ 44,948,886	\$ 32,000	\$ 1,721,093
TOTALS	515	\$ 701,937,761	\$ 57,908,890	\$ 57,195,828

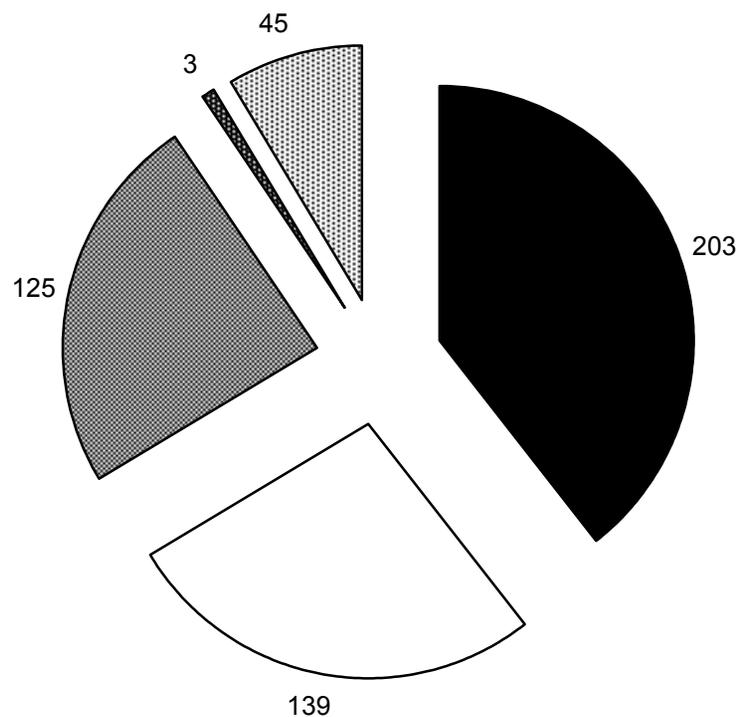
Note: All funds are in Federal dollars

* Includes BE, II, SI projects

** Includes CP, PD, TI projects

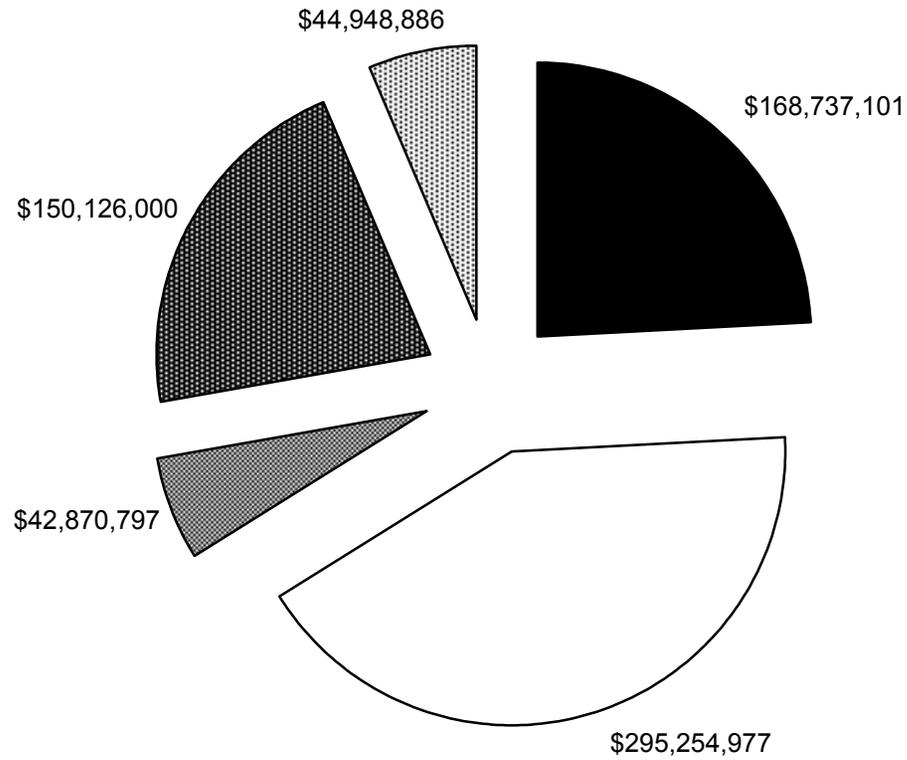
*** Includes DE, OT projects

CMAQ - Number of Projects by Project Category
FY 1992-2003
515 Total Projects



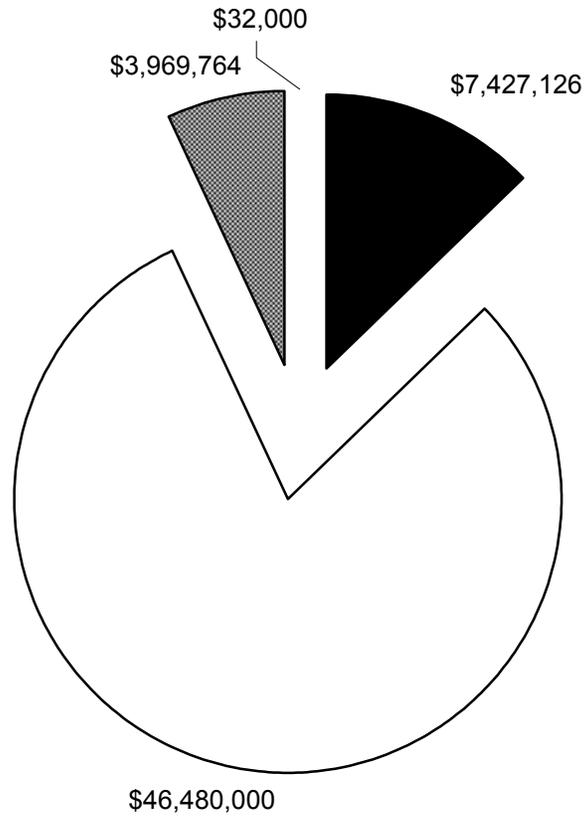
■ Highway □ Transit ■ Bicycle/Pedestrian ■ Enhanced I & M ■ Other

CMAQ - Programmed Funds by Project Category FY 1992-2003



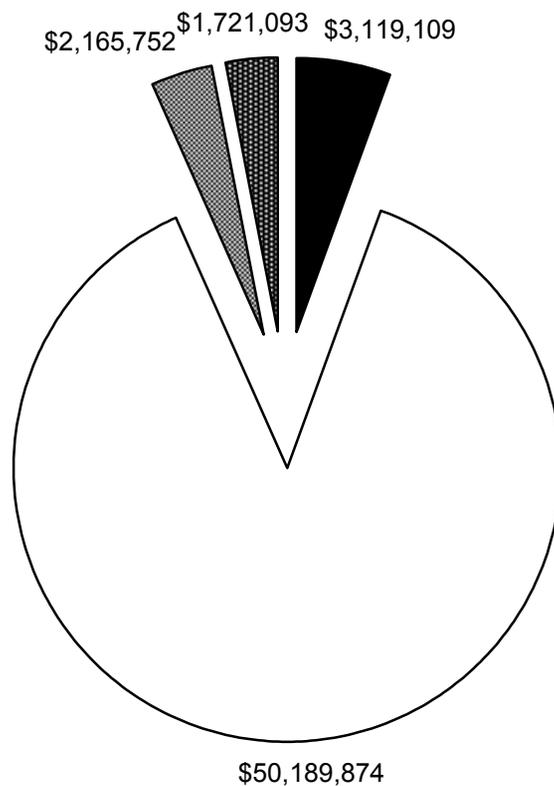
■ Highway □ Transit ▨ Bicycle/Pedestrian ▩ Enhanced I & M ▤ Other

CMAQ - Committee Increases by Project Category FY 1992-2003



■ Highway □ Transit ▨ Bicycle/Pedestrian ▩ Other

CMAQ - Committee Increases by Project Category FY 1992-2003



■ Highway □ Transit ▨ Bicycle/Pedestrian ▩ Other

SURFACE TRANSPORTATION POLICY PROJECT

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New Report Ranks Top Metro Areas with Worst Air Pollution

**Half of All Americans Breathing Unhealthy Air
Congress Poised to Roll Back Clean Air Laws and Cut Funding for Transportation
Options**

*State-by-State Fact Sheets Calculate Number of Bad Air Days, Public Health Costs and Prevalence
of Asthma by Metro Area*

Washington, DC – Nearly half of all Americans - 133 million people – are breathing unhealthy air according to a new report by the Surface Transportation Policy Project. In fact, air quality in dozens of metropolitan areas has gotten worse over the last decade, while new scientific studies link air pollution to a host of public health issues including asthma, heart disease and certain cancers. The study concludes that transportation is a major contributor to air pollution nationwide, yet some in Congress want to undermine clean air protections and cut funding for transportation alternatives like transit, rail and buses that reduce traffic and air pollution.

“Our study shows air pollution continues to be a serious health problem and transportation sources are a significant part of that problem. The public deserves a federal transportation program that lowers their exposure to unhealthy air and delivers transportation choices beyond simply having to turn an ignition key,” said Anne Canby, President of the Washington D.C.-based Surface Transportation Policy Project, which authored the report.

Clearing the Air, Public Health Threats from Cars and Heavy Duty Vehicles- Why We Need to Protect Federal Clean Air Laws ranks metropolitan areas nationwide by the highest number of days of unhealthy air pollution levels over the last three years using new data from the U.S. Environmental Protection Agency. Riverside-San Bernardino ranked worst nationwide with 445 days of unhealthy air during 2000-2002 (an average of 148 days per year.) Other cities ranking in the top twelve worst include Fresno, CA, Los Angeles, CA, Sacramento, CA, Pittsburgh, PA, Knoxville, TN, Birmingham, AL and Cleveland, OH. The report also includes state fact sheets that identify cities in each state with the worst air pollution and the prevalence of asthma by metro area.

"Millions come to the emergency department because of asthma and other respiratory problems. We are facing a public health epidemic because the number of Americans with asthma continues to rise. From everything we know about air pollution and asthma, the problem could get worse if Congress weakens clean air protections," said Dr. Carlos A. Camargo, an asthma researcher and member of the American College of Emergency Physicians.

Smog (ozone) levels have remained steady and dozens of metropolitan areas are suffering from a severe increase in air pollution, even though some progress has been made. For instance, the Greenville--Spartanburg—Anderson (SC) region suffered the greatest increase in smog levels nationwide with a staggering 175% increase between 1993-1997 and 1998-2002. Other areas that experienced major increases in ozone pollution over the last decade include Charlotte, NC, Akron, OH, Youngstown, OH, Knoxville, TN, and Memphis, TN.

The enormous increases in the amount of driving (up 162 percent since 1969) and the number of daily vehicle trips made (up 57 percent since 1969) have overwhelmed air quality gains that have been made from cleaner engine technologies.

Air pollutants from cars, buses and trucks, particularly ground-level ozone and particulate matter (PM), can exacerbate respiratory diseases and trigger asthma attacks, increasing the risk of death for seniors and children. Nationally, transportation is responsible for more than 50 percent of carbon monoxide, about 34 percent of NO_x emissions, and more than 29 percent of hydrocarbon emissions (which combine with NO_x in sunlight to form ozone or smog.)

The public health costs of pollution from cars and trucks have been estimated at between \$40 billion and \$64 billion per year. The bulk of these public health costs are attributable to premature death, accounting for 77 percent of costs. Using the public health cost assigned by the Federal Highway Administration per vehicle mile traveled, STPP estimated these costs per metro region. Our largest metro areas - New York, Chicago and Los Angeles - suffered an excess of one billion in public health costs.

"The public health impact of air pollutants from cars and trucks is enormous," said Dr. Howard Frumkin, Professor and Chair of the Department of Environmental and Occupational Health at the Rollins School of Public Health of Emory University, speaking for the American Public Health Association. "Thousands of Americans suffer and even die prematurely because of air pollution each year, from asthma, other respiratory diseases, heart diseases, cancer, and other ailments. Transportation policies that clean up our air are essential public health policy."

Childhood asthma in the U.S. has more than doubled in the last two decades. In 2001, 8.7 percent (6.3 million) of all American children were estimated to have asthma.

"When there are more kids carrying inhalers to school than lunchboxes, you know you have a problem," said Daniel Swartz, Executive Director of the Children's Environmental Health Network.

Asthma is almost twice as common among African Americans as it is among whites, even when controlling for income levels. African American children are three times as likely as whites to be hospitalized for treatment of asthma.

"A higher proportion of minority populations have illnesses like asthma that can be caused or aggravated by air pollution," said Dr. Luz Claudio, Associate Professor at Mt. Sinai Medical Center.

Specifically, proposals before Congress would reduce the frequency with which transportation plans must be reviewed for their air quality impacts and excuse metropolitan areas from having to consider the long-

term air quality impacts of transportation projects. Lawmakers will soon vote on this legislation and this report demonstrates the critical need for Congress to protect and strengthen clean air laws and funding.

Recommendations of the report:

- Protect and strengthen clean air laws, ensuring cities with air pollution problems have resources to address their problem, especially for health concerns from fine particulate matter
- Fully fund the CMAQ (Congestion Mitigation and Air Quality) program in the federal transportation law to meet new demands, and allocate funding directly to the metro areas with unhealthy air
- Strengthen the role of regional planning agencies in order to reduce transportation-related air pollution
- Encourage a balanced approach to reducing air pollution that emphasizes cleaner vehicles and more convenient transportation options like mass transit, bicycling, and walking
- Keep a strong analytic review process to meet healthy air goals

###

The Full Report can be viewed at www.transact.org

Background:

The report was released nationally on a telephone press conference call hosted by the Surface Transportation Policy Project, with representatives from the American Public Health Association, the American College of Emergency Physicians, the Mt. Sinai Medical Center in New York, and the Children's Environmental Health Network.

The Surface Transportation Policy Project is a diverse, nationwide coalition working to ensure safer communities and smarter transportation choices that enhance the economy, improve public health, promote social equity, and protect the environment.

Public Health, Air Quality, and Transportation in Illinois

Metro Areas in Illinois Ranked by the Highest Number of Days of Unhealthy Air

Rank	Metro Area	Total Number of Days of Unhealthy Air Quality (2000 to 2002)
17	St Louis, MO-IL MSA	69
40	Chicago, IL PMSA	45

Illinois Residents Exposed to Unhealthy Air Over Ten Years

Metro Area	Days of Unhealthy Ozone Levels		
	Avg 1993-1997	Avg 1998-2002	Percent Change
Chicago, IL PMSA	10.4	12.6	21.2%
St Louis, MO-IL MSA	23.0	23.0	0.0%

Air Pollution Affects Public Health in Illinois's Metro Areas

Metro Area	Percentage of Adults Who Have Ever Been Diagnosed with Asthma (2002)
Bloomington-Normal, IL MSA	6.4%
Champaign-Urbana, IL MSA	21.7%
Chicago, IL PMSA	11.0%
Davenport-Moline-Rock Island, IA-IL MSA	11.2%
Decatur, IL MSA	3.8%
Peoria-Pekin, IL MSA	13.3%
Rockford, IL MSA	9.9%
Springfield, IL MSA	18.6%
St Louis, MO-IL MSA	9.9%

Urbanized Area	Transportation-Related Public Health Costs (2001)
Alton, IL	\$11,746,613
Bloomington-Normal, IL	\$15,036,175
Champaign-Urbana, IL	\$13,094,375
Chicago-Northwestern IN, IL-IN	\$1,027,716,813
Davenport-Rock Island-Moline, IL-IA	\$35,207,900
Decatur, IL	\$11,567,763
Kankakee, IL	\$7,102,900
Peoria, IL	\$33,413,013
Rockford, IL	\$31,273,200
Springfield, IL	\$20,184,500
St. Louis, MO-IL	\$378,274,138

Transportation's Contribution to Air Pollution in Illinois's Metro Areas

Metro Area	Total Criteria Pollutants* from Transportation (tons per year) (1999)	Total Criteria Pollutants from Transportation per capita (pounds per year) (1999)	Percent of all Criteria Pollutants from Transportation (1999)
Chicago, IL PMSA	1,762,151	440	47.8%
Bloomington-Normal, IL MSA	57,333	788	43.7%
Rockford, IL MSA	117,067	653	43.0%
Davenport-Moline-Rock Island, IA-IL MSA	119,201	664	42.5%
Champaign-Urbana, IL MSA	53,851	633	40.9%
St Louis, MO-IL MSA	829,147	645	38.4%
Kankakee, IL PMSA	30,078	586	37.4%
Springfield, IL MSA	73,160	717	35.0%
Peoria-Pekin, IL MSA	117,849	680	25.5%
Decatur, IL MSA	35,224	622	24.1%

*Criteria Pollutants are carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, particulate matter, and lead

Public Health, Air Quality, and Transportation in Illinois

Federal Policy and Funding to Improve Air Quality in Illinois

The *Clean Air Act* sets standards for air quality to protect public health, and requires metro areas which fail to conform to these standards to improve their air quality over time. The conformity process has allowed transportation planners to be part of the solution by ensuring that transportation plans and investments reduce air pollution. Current proposals from the Bush Administration and some members of Congress would **undermine the Clean Air Act** by the frequency with which transportation plans must be reviewed, and excuse metropolitan areas and states from having to consider the long-term impacts of transportation projects.

Under **ISTEA & TEA-21**, the Congestion Mitigation and Air Quality Improvement program (CMAQ) funds transportation projects that help Illinois meet clean air goals. Illinois has received **\$665.9 million in CMAQ dollars** since 1992. **Illinois's demand for CMAQ funding** is expected to **grow by 18.2 percent** under new EPA air quality standards and proposed changes to weighting factors for pollutants (holding population steady).

A Sampling of Projects Funded with the CMAQ program since 1992:

- St. Clair County - Metro Bike Link & Trans Program
- CTA - Ravenswood Line/ Montrose Station